REGISTERED No. 17–1875.

The Bombay Gazette.

No. 8,051.—New Series. BOMBAY :—TUESDAY, NOVEMBER 24, 1874.

THE BOMBAY GAZETTE.

The G... been ...

...ms of Subscription to the *Bombay Gazette* ...nt to ... future be as follow :—

...SCRIBERS IN BOMBAY—*Delivered free.*

	In Advance.		
...Rs. 48	Per Annum	Rs. 60	
... 25	Half-yearly	... 31	
... 13	Quarterly	... 16	
... 5	Monthly	... 6	

...SCRIBERS UP-COUNTRY.

	In Advance.		
...Rs. 52	Per Annum	Rs. 67	
... 29	Half-yearly	... 35	
... 15	Quarterly	... 26	
... 6	Monthly	... 7	

These Up-country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	,, 2 8
Third do.	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

...line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Language, double the above.

...Long Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The Scale for Advertisements belonging to any of these classes will be as follows :—

Not exceeding three lines	Re. 1 0
Each succeeding line	,, 0-8 As.

Advertisement exceeding five lines will be charged for at our usual ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied Nonpareil, or the smallest type, 12 lines of which go to the inch.

Domestic Occurrences : Each—Rupee 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamships as under (with Mails, Passengers, and Cargo, every week.

The Steam-ship "JAVA," 1,465 Tons, 180 H. P., Commander W. Stabbart, will be despatched on SATURDAY, the 28th November 1874, at 4 P.M.

November 1874.		December 1874.	
Leaves BOMBAY	...	Leaves Tuticorin	... 6
,, Rutnagherry	... 29	,, Colombo	... 7
,, Vingoria	... 30	,, Nagapatam	... 10
,, Goa	... 1	,, Pamben	... 11
,, Carwar	... 30	,, Madras	... 13
Dec.		,, Masulipatam	... 14
,, Mangalore	... 1	,, Cocanada	... 15
,, Cannanore	... 2	,, Vizagapatam	... 16
,, Tellicherry	... 3	,, Bimlipatam	... 17
,, Calicut	... 3	,, Gopaulpore	... 17
,, Beypore	... 3	,, False Point	... 18
,, Cochin	... 4	Arrives at CALCUTTA	... 21
,, Alleppy	... 4		

Cargo for Singapore and China can be booked by the Steamers on and from these ports, and Passengers booked for Aden, Suez, and Galle to the Messageries Maritimes Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjilatjap, Palembang, Pontianak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Company's Steamers.

Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, despatch a Steamer every week to the Gulf, touching at KURRACHEE, GUARDAFUI, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSSORAH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. BURMAH, 1,081 Tons, 142 H. P., Commander T. Sanders, will be despatched on FRIDAY, the 27th November 1874, at 4 P.M.

November 1874.		December 1874.	
Leave BOMBAY	... 27	Leave BUSSEH	... 9
,, Kurrachee	...Dec. 2	,, Mahomerah	... 9
,, Gaudur	... 2	,, Fao	... 9
,, Muscat	... 4	,, Bushire	... 11
,, Jask	... 5	,, Linga	... 16
,, Bunder Abbas	... 6	,, Bunder Abbas	... 18
,, Linga	... 8	,, Jask	... 18
,, Bushire	... 10	,, Muscat	... 20
,, Fao	... 12	,, Gaudur	... 22
,, Mahomerah	... 13	,, Kurrachee	... 25
Arrive BUSSORAH	... 14	Arrive BOMBAY	... 28

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. BURMAH, 1,081 Tons, 142 H.P., Commander T. Saunders, will be despatched on FRIDAY, the 27th November 1874, at 4 P.M.

The s.s. KURRACHEE, 510 Tons, 120 H. P., Commander W. F. Hutchinson, will be despatched on MONDAY, the 30th November 1874, at 2 P.M., calling at Veraval, Porebunder, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR COAST.

THE well-known and Fast Sailing New Steamer PHLOX, Commander W. Pead, will leave on FRIDAY, the 27th instant, at 5 P.M., for the undermentioned Ports :—Rutnagheri, Jaytapore, Malwan, Vingoria, and Goa Fanjim).

For Passage or Freight apply to the Undersigned, at his Office, Bazar Gate Street, No. 99, in the house of KOWJEE OOCHUND DAHEAR, opposite to Manockchund Lukhmeechund, and also at his other Office at Bundan Ghalim, out of Fort.

RAMDASS KHAIPAR.

STEAM COMMUNICATION WITH ITALY, VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, on the 9th and 24th, and BOMBAY on the 1st and 15th of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Without food.
Suez	26	22	6	
Port Said	38	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	52	34	14	
Marseilles	52	35	14-10	

Children under 3 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY :—

"INDIA," to sail on TUESDAY, 1st December 1874.
"PERSIA," to sail on FRIDAY, 1st January 1875.
"AUSTRALIA," to sail about the end of January 1875.
"ARABIA," to sail on MONDAY, 1st February 1875.
"ASIA," to sail on MONDAY, 15th February 1875.
"ASSYRIA," to sail on MONDAY, 1st March, 1875.
"INDIA," to sail on MONDAY, 15 h March, 1875.
"PERSIA," to sail on THURSDAY, 1st April, 1875.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 14 h November 1874.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FORTNIGHTLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

The regular steamers leave TRIESTE on the 1st and 15th, and BOMBAY on the 9th and 20th of every month.

THE Cargo Steamer DIDO, 1,200 Tons, which will be despatched from BOMBAY for TRIESTE, on the 20th instant, has room only for a few Passengers at £40 each.

The new First-class PASSENGER STEAMER "ETTORE," 2,800 Tons, 400 H.P., which will leave BOMBAY for TRIESTE on the 5th December, has splendid accommodation for First and Second-class Passengers.

RATES OF PASSAGE-MONEY PER ETTORE.

	1st Class.	2nd Class.	Deck.
To Trieste	£45 0	£30 0	£19-0
To Port Said	£34 6	£23 0	£14-6
To Suez	£32 8	£22 0	£13-7

No Cargo will be received on board after Sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

28, Bombay Green, 7th Nov. 1874.

NOTICE.—CONSIGNEES per s.s. ROSARIO, are hereby informed of the ARRIVAL of the VESSEL, and therein requested to TAKE DELIVERY AT ONCE of their respective GOODS.

No claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 21st November 1874.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched with H. M.'s Mails as follows :—

S.S. TEHERAN	2,333	Tons,	Nov. 30th
S.S. MALWA	2,833	,,	Dec. 7th to Southampton.
S.S. BARODA	1,574	,,	,, 14th.
S.S. GWALIOR	2,715	,,	,, 21st to Southampton.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the Steamers proceed direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but continue to proceed by Rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

Cargo can be shipped to the following places in addition to the usual Ports of call, viz. :—Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Marseilles, Havre, London, Liverpool and New York.

GEORGE F. HENRY, Superintendent.

Bombay, 23rd November 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 1st Dec. 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MALACCA, (1,628 tons and 300 H. P.) Captain N. D. Smallman, will be despatched as above, carrying Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after Sunset on the day previous to sailing, and no brokerage will be allowed on any sheet of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 29th Nov. 1874.

GEORGE F. HENRY, Superintendent.

Bombay, 17th November 1874.

HARBOUR STEAM FERRIES.

STEAM FERRIES (under Contract with Government).—STEAM FERRY BOATS ply daily across the Harbour, as long at the undermentioned Bunders :—

Fares from Bombay to	Oorun.	Hog Island	Colwa.	Mazagon or Kurrunja.	Dhurmur.	Tirull.	Alibag.	Revdunda.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1st Class	2 0	2 -	3 0	2 0	3 0	2 8	3 0	4 0
2nd Class	0 8	0 12	0 12	0 12	1 0	1 0	1 4	1 8
3rd Class	0 4	0 6	0 6	0 8	0 8	0 4	0 6	0 8
Horses	3 0	4 0	4 0	3 0	5 0	2 8	3 0	5 0
Carriages	3 0	5 0	5 0	3 0	5 0	3 0	4 0	5 0
Bullocks	2 0	3 0	3 0	2 0	4 0	1 8	2 0	4 0
Dogs	0 3	0 4	0 4	0 3	0 4	0 2	0 3	0 4

CHILDREN under seven years half fare, under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Oolwa Ferry Boat leaves Bombay, Carnac Bunder, at 8 A.M. daily, and returning leaves Oolwa at 11 A.M.

The Dhurumtur Ferry Boat leaves Bombay, Carnac Bunder, at 9-30 A.M. daily, and returning leaves Dhurumtur at 1 P.M.

The Alibag Ferry Boat leaves Bombay, Carnac Bunder, at 2 P.M. daily, and return ng leaves Reodunda at 5 A.M.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on Board.

J. A. SHEPHERD.

No. 33, Meadow Street.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies every alternate day between SURAT and GOGO and *vice versa*, Sundays excepted.

	Fares.		Fares.
1st Class	Rs. 5 0	Horses	Rs. 4 0
2nd ,,	,, 3 0	Carriages	,, 0 0
3rd ,,	,, 1 8	Bullocks	,, 0 6

CHILDREN under seven years half fare, and under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The S eamer leaves Gogo every MONDAY, WEDNESDAY, and FRIDAY.

The Steamer leaves Surat every TUESDAY, THURSDAY, and SATURDAY.

The Steamer leaving Surat on SATURDAY proceeds to Bhownuggur, and leaves that port for Surat on MONDAY morning.

Further particulars can be learnt on application to the under mentioned Agents :—

Ms. HOOSEIN MAHOMED, Gogo.
,, SYED COOTBOODEEN, Surat.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No, 33, Meadow Street.

CONSIGNEES of CARGO per s.s. KONGSVERRE, arrived from London, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and co nsignature, and to TAKE DELIVERY AT ONCE of their respective GOODS.

No claim of any kind will be paid after the departure of the steamer, unless it be previously passed by the Captain.

EWART, LATHAM & Co.

SALES BY AUCTION.

SADANUND SHRICRISTNAJEE AND CO.

WEEKLY AUCTION SALE.

THIS DAY TUESDAY, the 24th instant, Messrs. S. SHREECRISTNAJEE & Co. will sell by Public Auction at their Auction Room, the following Goods :—

5 Bales Grey Shirting.
4 ,, Grey T-cloth.
1 ,, Gr y Jaconets.
2 cases Coloured Prints.
1 ,, Horse Comb and Turkey Towels.
1 ,, Superior Black Alpaca.
1 ,, Rugs.
1 ,, Lascn Drills.
200 dozen Dadawotee Tumblers.

S. SHRICRISTNAJEE & Co.

Bombay, 24th November 1874.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

SALE OF SHARES.

THIS DAY TUESDAY, the 24th instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at the Sale Bazaar by order of JAIRAM SEWJEE, Esq., and on account and at the risk of Sorab Ryderally Mahomedally.

1 Share in the Apollo Press Company in 5 Quarters.
On account and at the risk of Kooljee Cawasjee Dulall.
3 Shares in the Port Canning Company.
On account and at the risk of Ruttonjee Manockjee Bilimoria.
6 Shares in the Port Canning Company.
On account and at the risk of Jamsetjee Manockjee.
3 Shares in the Port Canning Company.

SALE of Superior 2nd Class Moulmein Teak Squares, Boards and Scantlings.

THIS DAY TUESDAY, the 24th instant, at 3 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at Tank Bunder. About 100 Tons Superior 2nd Class Moulmein Teak Squares, now at the Mazagon Bunder. About 100 Tons Teak Board and 12 Scantlings of Various sizes, in small convenient lots to suit the requirements of purchasers.

BONAFIDE SALE of valuable and handsome Household Furniture, Plated, Glass and Porcelain Ware, two solid mahogany sweet toned Pianos, one by Soundy & Co., and the other by Collard and Collard, a medium sized Billiard Table, Saddles and bridles, plants &c., at Middle Colaba, close to the Post Office.

TO-MORROW WEDNESDAY, the 25th inst, and sale commencing at 1 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction at No. 24, Middle Colaba, a portion of the handsome household furniture of Frank Chase, changing his residence, and of the late James Faichney, Esquire, the same comprising rich straw stem Greek key pattern glassware, handsome dinner, dessert, and breakfast services, best electroplated cruet and pickle frames, biscuit box, claret jug, table and chamber candlesticks, and handsomely carved blackwood and Revolin polished furniture such as conversation, reclining and sofa couches, chiffoniers, a pair of richly carved pier tables with toilet glasses attached, a set of dining tables in 3 pieces for 12 persons, drawing room, round, pier, washing and dressing tables, drawing room, dining room, easy, low, arm and without arm chairs, bookstands, side board, wine cellarat, single and double screens, teapoys, camp cots, fancy painted iron four post bedsteads, a solid mahogany slate bed maniature, billiard table with balls, cues, and marking board complete, two solid mahogany sweet toned square pianofortes, one by Soundy & Co and the other by Collard and Collard, chevral and toilet glasses, superior Bohe- ian glass flower vases, marble clock, figures, pictures, 1 and 2 light hanging argand lustres, reading and A gyle lamps, microscope in case, tool chest, bath, dispense and cookroom furniture, plants, &c.

The above is now on view.

Will be sold by Public Auction at the rooms of the Undersigned, on MONDAY, the 30th day of November at 4 P.M., by order of the Administrator General, the undermentioned effects belonging to the e tate of the late Frederick Birkbeck, Esq., C.S.

1 Chest containing best electro-plated spoons and forks and cutlery, consisting of 6 table, 6 dessert, 6 tea, 4 egg, 1 sugar, 1 mustard, 2 salt, and 1 gravy spoons, 6 table and 6 dessert forks, 1 butter knife, 1 soup and 1 sauce ladle, 6 table and 5 dessert knives, 2 pair carvers, 3 muffineers, and 1 mustard pot.

1 Double-barrelled breech loading rifle by Lang, with case.

2 Double-barrelled muzzle loading guns, 1 by Henckels and 1 by W. Rich rd.

1 Revolver and 5 daggers.

Gentlemen's saddles and bridles with spurs, &c.

A lot of valu ble reading books.

The sundry effects of the late John Connon, Esquire, consisting of leather Portmanteaus, brushes, Meerschaum pipe, spectacles, sleeve links, coins, &c.

SALE WITHOUT RESERVE OF SEVERAL LOTS OF HILLY AND BATTY GROUND AT SEWREE.

Under instructions from the Trustees to the Estate of Messrs P. & J. F Camac and Co., Messrs. CRAWFORD and Co. will sell by Public Auction, on the premises, on TUESDAY, the 1st December 1874, at 1 P.M., without reserve, the following lots of Ground :—

Lot No.	1	4028 square yards,	Suitable for Building, Hilly Ground.
,,	2	3515 ,,	
,,	3	1444 ,,	
,,	4	899 ,,	Batty Fields,
,,	5	2052 ,,	suitable for Building.
,,	6	1128 ,,	Batty Fields,
,,	7	999 ,,	suitable for Building.

CRAWFORD & Co.

Bombay, 24th November 1874.

MEHRJEE, JOHNSTONE & CO.

The Sale of Polished and Unpolished Stones ex H. M.'s Dockyard, will resume THIS DAY, TUESDAY, the 24th inst., at 1 P.M., as advertised previously.

Also, a stock of Canvas and Piece Goods at our Sale Room, No. 28, Apollo street.

MEHRJEE, JOHNSTONE & Co.

Bombay, 24th November 1874.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDAS & CO., 40, MEADOW STREET.

THIS DAY, TUESDAY, the 24th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at their Rooms, Meadow Street, No. 40.

A quantity of piece goods, Dhoties, T. Cloths, Pugries, Handkerchiefs, Sarries, &c., &c.

10 cases Aquariums, 4 cases Scale Beam, 6 cases velvet Corks, 2 cases different patterns plass Buttons, 50 cases Wheat-stones of 7 inches, 40 cases Wheat-stones of 7 inches, 10 cases Snuff Boxes No. 50, 2 cases Snuff Boxes No. 51, 5 cases Scissors of different sizes, 2 cases Saw Locks.

A large quantity of Marble Slabs of the following sizes :—

Square pieces of 12 inches.
D tto 18 ,,
Ditto 24 ,,

NUSSERWANJEE, CULLIANDAS & Co.

Bombay, 24th November 1874.

BENNETT AND COMPANY, No. 4, FORBES STREET.

WEEKLY SALE.

On SATURDAY, the 28th instant, Messrs. BENNETT and Co. will sell by Public Auction, at their Rooms, a large quantity of Grey and Coloured Piece Goods, &c.

AT 1 P.M.

1 English-built State Carriage by Kesterton, sets of English double and single Plated Harness.

AUCTION SALE of lost and unclaimed Goods at G. I. P. Railway Station, Byree Bunder.

On MONDAY, the 30th instant, at 1 P.M., Messrs. BENNETT and Co. are instructed to submit to public auction, at the abovementioned place, a lot of lost and unclaimed goods.

BONA FIDE AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass, and Porcelain Ware, Piano, Carriage, Horses, &c., at Malabar Hill, next to Kessowjee Nayeck, Esq.

On FRIDAY, the 27th instant, Messrs. BENNETT and Co are instructed to submit to Public Auction, at the abovementioned place, the valuable and handsome household furniture, plated, glass, and porcelain ware, piano, &c., the property of L. Crawford, Esq., the same comprises, handsome thin glass ware, rich dinner, breakfast, and dessert services, best plated ware, such as a set of dish covers containing 4 hotwater curry dishes, cruet, and egg stands, waiter, bread basket, bottle stands, sugar basins, a mahogany case containing a set of Elkington's best plated K ng's pattern spoons and forks for 12 persons, table candlesticks, best cutlery by Mappin Brothers, &c., handsome blackwood French polished English pattern furniture, such as a set of dining tables in 4 pieces, 12 persons, handsome sideb ard, dining room chairs, teapoys, screens, dumb waiter, richly carved circular and pier tables, handsome E glish pattern easy chair and half-backed sofas covered with cretonne, handsome Italian chairs, handsome rose'd's drawing car et with border, a first class fulltone d sympathetic grand square piano, nearly new, handsome bronze and plated single and four light hanging argand lamps, veranda chairs, first-rate chromolithographs and oil painting in gilt frames, a sewing machine, handsome English brass four post bede cads, camp cots, ci ostars couches, dressing and washing tables, toilet and cheval glasses, clothes presses, dispense articles, cooking utensils, &c

AT 2 P.M.

1 First class English-built Open Carriage by Kinross.
1 Pair handsome Grey Arab carriage horses.
A Hands me English-built Buggy by Kesterton, with a very handsome Ch -snut Arab powerful Horse and Harness.
A handsome Child's Pony with saddle and bridles.
A First-rate Guzerat Milch Cow.
Lady's Saddles, sets of English plated mounted single and double Harness, &c.

Catalogues are published, and the property is now on view.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass and Porcelainware, a handsome Australia-built brougham, a fast-trotting Australian Horse, &c., at No. 146, Middle Colaba.

On THURSDAY, the 26th instant, at 1 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at his Residence, at the abovementioned place, the valuable and handsome Household Furniture, Plated, Glass and Porcelainware, Brougham, Horse, &c., the property of D. B. Coppel, Esq., the same comprising rich cut glass ware, handsome blue and gold bord red dinner service, a white and gold breakfast ditto, very handsome green paint d and gilt dessert ditto, best plated ware, such as a water and coffee urn, tea kettles, ice pail, cruet and egg stands, a set of dish covers containing 4 hot-water curry dishes, fruit and cake baskets, bottle stands, sugar basins, a set of cutlery by "Joseph Rogers and Son," richly carved seasone blackwood furni ure, round dining table for 8 persons, sofas, dining room chairs, teapoys, screens, circular, pier, and sofa tables, easy, pudieu, and drawing-room chairs, conversation sofas ornament stands, chiffoniers, first-rate pictures in maple frames, plated vis-à-vis and other lamps, hanging argand lamps, verandah chairs, handsome English brass and iron four post bedsteads, reclining sofas, dressing and washing tables, toilet glasses, wardrobes, clothes pres s, chests of drawers, dispense articles, cooking utensils, plants, &c.

AT 2 P.M.

A handsome English-built brougham.
A handsome Victoria phaeton horse.
Sets of plated single and double harness.
Catalogues are published and the property is now on view.

BONAFIDE AUCTION SALE of Valuable and Handsome Household Furniture, best plated, Glass and Porcelainware, Piano, Carriage, Horses, &c., at No. 161, Malabar Hill.

On SATURDAY, the 28th instant, at 1 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at his Residence at the abovementioned place, the valuable and handsome Household Furniture, Plated, Glass and Porcelainware, Piano, Carriages, Horses, &c., the property of Dr. A. V. Ward, Presidency Surgeon. The same comprises, handsome rich cut glass ware, richly gilt tea and dessert services, best plated ware, such as a set of dish covers containing 4 hot-water curry dishes, cruet, pickle and egg stands, ice pitcher, tea set, waiter, a set of best electro plated spoons and forks, handsome desert knives and forks in case, a pair of handsome cut glass decanters with frosted shades, handsome piano and chamber candlesticks, cutlery, &c., handsomely carved seasoned black-wood furniture, such as a set of handsome dining table in 7 pieces, for 18 persons, sideboard, teapoys, dining room chairs, elegant drawing room table with marble top, easy and drawing room chairs, glass cases, chiffoniers, dinner, breakfast, and dessert-wines, rich Brussels drawing carpet, pier, card and writing tables, chiffoniers, music stands, a first-rate full toned Mahogany pianoforte by Schiedmayer and Soehne, handsome, rich Bohemian gilt vases, bronze single and four light hanging argand lamps, a baggatelle table with ball and cues, verandah chairs, handsome English iron bedsteads and cots, cloquetta couches, dressing washing tables, handsome English mahogany toilet and cheval glasses, clothes and gown presses, c sts of drawers, China earthen bathing tubs, dispense articles, valuable medical books, &c. &c.

AT 2 P.M.

1 Handsome English-built light open carriage by Wendover, nearly new.
1 Ditto ditto ditto Circular-glass fronted Miniature Brougham by McNaught and Smith.
A pair of handsome grey carriage horses.
Sets of best English plated mounted single and double harness, &c.

Catalogues are published and the property will be on view from this evening.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass and Porcelainware, Piano, Carriage, Horses, &c., at the Asylum, Upper Colaba.

On THURSDAY, the 3rd proximo, at 1 p m, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at his Residence, at the abovementioned place, the valuable and handsome Household Furniture, Plated, Glasses and Porcelainware, Piano, Carriage, Horses, &c., the property of Surgeon W. Niven. Full particulars will be given hereafter.

AUCTION SALE OF VALUABLE LANDED PROPERTY.

On WEDNESDAY, the 9th proximo at 4 P.M., Messrs. BENNETT & Co. are instructed to sell by Public Auction, on the premises by order of Hurrydass Too sdass the mortgagee, and on account and at the risk of Premjee Nandoo, the mortgagor, the following landed prop rty, viz :—

All that piece or parcel of land with a Bungalow and a range of Chawl situate thereon lying and being on the northern side of the public road leading to the Government House at Malabar Point in the sub-di trict of Bhoolechwur, containing by admeasurement three thousand eight hu dred and sixty-one square ya ds or thereabout assessed by the Collector of Assessment und r No. 493 49C and by the Collector of Land Revenue under No. 333 and bounded on the east by the property of Kavabhai Jaichund, on the west by a small passage, on the south by the public road leading to the Walkeshwur Temple, and on the south by a small passage.

BENNETT & Co.

Bombay, 24th November 1874.

UNDER THE PATRONAGE OF THE GOVERNMENT OF INDIA.

THE PATENT

VERMIN ASPHYXIATOR, DISINFECTOR, VAPORIZOR, AND UNIVERSAL FUMIGATOR.

FOR DESTROYING	*FOR DISINFECTING*
RATS, SNAKES, REPTILES, INSECTS, &c., &c., &c.	HOSPITALS, VESSELS, DRAINS, ROOMS, BEDDING, CLOTHES.

For PREVENTING CATTLE PLAGUE, PLEURO-PNEUMONIA, FOOT AND MOUTH DISEASES, &c.

For VAPORIZING—CHEMICAL COMPOUNDS.

For FUMIGATING—VINES AND GREENHOUSE PLANTS, &c.

PRICE—Rs. 40.

MANUFACTURERS :

JOHN WATTS & Co., 6, Broad Weir, Bristol.

AGENT IN BOMBAY :

THE "BOMBAY GAZETTE" OFFICE.

A pamphlet giving a full description of the Machine can be had on application at the "Bombay Gazette" Office.

☞ SIX OF THESE USEFUL MACHINES HAVE BEEN ORDERED BY THE GOVERNMENT OF INDIA FOR USE IN CALCUTTA

J. & E. ATKINSON, WHOLESALE AND EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS, 24, OLDBOND STREET, LONDON. ESTABLISHED 1799.

EXHIBITION PRIZE MEDALS.

LONDON.....1862—PRIZE MEDAL.
PARIS.....1867—ONLY SILVER MEDAL.
CORDOVA....1872—ONLY MEDAL AWARDED.
LIMA.....1872—THE SILVER MEDAL.
VIENNA.....1873—GRAND MEDAL—"PROGRESS."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.

ATKINSON'S CELEBRATED EAU DE COLOGNE.
ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c
N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in Bond," and shipped duty free at great reduction.

PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. Atkinson's Goods ; orders should therefore be sent direct or through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.

Wholesale Agents in Bombay.....D. S. KEMP & Co.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S CELEBRATED STEEL PEN.

By Dealers all throughout the World.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE,

Lessee and Manager.....Mr. HARRY STANLEY.

TO-NIGHT AND EVERY EVENING DURING THE WEEK.

BY SPECIAL REQUEST,

Thursday will be a Grand Family Night, when no Gentleman will be admitted unless accompanied by his Lady or Family.

Friday Third Grand Fashionable Night, under the patronage and in the presence of the Hon. Mr. James Gibbs.

GRAND PANORAMA AND DIORAMA OF THE AMERICAN WAR.

A Diorama of the events of this remarkable War, presenting its chief and most exciting incident, is now being exhibited. The excellence of its execution, artistically and mechanically, renders it one of the best informants concerning the gigantic struggle that could well be presented.—*American Herald*

PRICES OF ADMISSION.

Dress Circle.....Rs. 3 0 | Pit.....As. 8
Stalls.....,, 1 8 |

Children Half Price to Dress Circle and Stalls.

DESCRIPTIVE LECTURER.....Mr. J. O'BRIEN.

Seats may be secured at Messrs. SOUNDY & Co., where a Plan of the Theatre may be seen.

Doors open at 8-30, commencing at 9 o'clock. Carriages may be ordered at 10-30.

NOTICE.—From this date until further notice, the BUSINESS of this Branch of the LAND MORTGAGE BANK OF INDIA will be CONDUCTED by Mr. COURTENAY TYE.

Bombay, 23rd November 1874.

CONSIGNEES of CARGO per S.S. EMBLEHOPE, arrived from LIVERPOOL, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature and to TAKE DELIVERY of their respective Goods.

No claim for short delivery or damage will be admitted under any circumstances unless passed by the Captain before departure of the Vessel.

W. & A. GRAHM & Co.,
Agent s.s. Emblehope.

Bombay, 23rd November 1874.

MOFUSSIL COMPANY, Limited.—TENDERS are INVITED for the SUPPLY of GUNNIES to the different Factories of, this Company during the coming Cotton season.

JAS. MELVILLE,
General Manager.

23, Apollo Street. 23rd November 1874.

BOMBAY TRAMWAY COMPANY, Limited.—TRAMWAY PRIZE CHECKS.—Numbers of prizes drawn are posted at the Company's Offices and in the Cars. Any prizes not applied for in the current month in which they are drawn will be cancelled and added to the prizes of the following month.

Fare for Children under 10 occupying a seat will be 1 anna ; this fare will not entitle the child to a prize ch ck.

STEARNS, HOBART & Co., Agents.

THE INTEREST and RESPONSIBILITY of Messrs. JUMNADAS RAMJEE and DOULUBDASS MOTELALL in my FIRM CEASED and DETERMINED on 9th November 1874.

ખીમજી અધવજીની શર્ફ.
KHIMJEE ODHOWJEE.

THE NEW EAST INDIA PRESS COMPANY (Limited).

ધી નીયુ ઇસ્ટ ઇન્ડીઆ પ્રેસ કું લીમિટેડ.

AN EXTRAORDINARY GENERAL MEETING of the SUBSCRIBERS to the Memorandum of Association of the above Company, will be held at the Registered Office of the Company, in Elphinstone Lane, on THURSDAY, the 3rd December 1874, at 3 P.M., for the purpose of transacting the following business :—

1st—To appoint Secretaries and Treasurers of the Company and to fix their remuneration

2nd—To appoint Directors and Auditors.

3rd—To confirm the Acts of Messrs. Mooljee Jaitha and Co. in relation to the formation of the above Company.

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COMMERCIAL INTELLIGENCE.

MONDAY EVENING, 23RD NOVEMBER.

THE Liverpool Cotton Market opened this morning as it closed on Saturday, quiet but steady, probable sales 12,000 bales, import 6,000, prices unchanged. In New York, quotations are also unaltered, both for spot Cotton and futurer. Saturday's receipts at the ports are given at 20,000 bales against 16,000 on the same date last year, making the total from 1st September 1,121,000 against 868,000 for 1873, an increase of 248,000 bales.

Consols are unaltered at 93¼; French Rentes at 98; Bar Silver 58¼d. per doz.

The weekly return of the New Bank of Bombay to the 21st instant shows the following changes:

Government Balance at H. O.	Dec.	,,	3,32,856
Do. do. Branches.	Dec.	,,	72,130
Deposits	Dec.	,,	9,39,256
Government Securities	Dec.	,,	2,71,118
Cash Credits	Dec	,,	54,922
Loans	Inc.	,,	99,561
Bills Discounted	Dec.	,,	1,75,214
Cash Balance	Dec.	,,	10,93,947

These changes so far as they go are decidedly unfavourable, but are not sufficient in amount to affect the Money Market in any way; meantime the comparative position of the Bank is unquestionably strong, the proportion of cash to Liabilities being nearly 56 per cent.

In STERLING Exchange the business done, as usual on Mail day, has been very limited, and rates have undergone a further partial decline. Banks have been willing buyers again, but the bills offering are extremely few both for ready and forward. We quote:—

Bank Bills on demand		..1s. 10d.	per rupee.
do.	6 months' sight	..1s. 10d.	
Credits	do.	..1s. 10 15/16 to 1/11	
Documents	do.	..1s. 11 to 1/16d.	,,

On Calcutta we do not hear of any transactions. For 60 days' sight there are buyers but no sellers at ¼ discount. Demand is nominally 1/16 discount to par. GOVERNMENT PAPER continues very quiet at unaltered rates, say Fours Rs. 102¼; Fours and a half Rs. 103¼; Fives and a half Rs. 109.

The SHARE Market has been a trifle firmer in feeling, but no amount of business has been done, and values have undergone no imporant change.

COTTON has been quiet but steady at Saturday's rates. No purchasers of any moment are reported on European account either ready or forward, the rates asked by dealers being over home currencies. New cotton so far has come in very slowly, but arrivals should begin to increase ere long.

FREIGHTS are quiet, with little doing for immediate shipment, the nominal quotation being £2-2-6, but for February loading there is still an active demand at £2-12-6, and for Iron sailing vessels April loading at £2-10-0 per ton.

PIECE GOODS are very quiet with almost nothing doing from first hands, and prices tend downwards.

BANKS.

No. of Shares	Nominal value	paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	8 p.ct.	Agra Bank	92 xd
22,000	1,000	all	12pct.	Bank of Bengal	1,420
10,000	500	all	12p.ct.	Do of Bombay New	750
10,000	500	375	12p.ct.	Do 2nd Res. Issue	625
5,555	1,000	all	8 p.ct.	Do of Madras	1,200nom
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	200
40,000	281¼	all	12pct.	Hong. & Shanghai Bank	400 nl
10,000	200	all	5 pct.	Chartered Bk. of I. & C.	175
1 0 00	250	125	5 p.ct.	National Bank of Indic.	116
40,000	25	all	12 do.	Oriental Bank	515

PRESS COMPANIES.

150	5,000	2,850	100p.c.	Akbar Cotton Press Co	1,750
200	2 000	1,100	50 do.	Albert Co. Kurrachee	800
100	500	all	18p.ct.	Albert Ginning Co	650
250	3,000	850	Nil.	Alexandra Press Co	1,350
250	1,000	200 00	...	Alfred Mills Co	1,100
150	12,000	11,000	100p.c.	Apollo Press Co	4,000
1000	500	all	60p.c.	Berar Company (New)	590
200	2,000	all	200p.	Bombay Press Co	1,275
200	500	all	50 p.c.	Do New	325
250	1,000	1,000	65 p.c.	Broach Cotton Co	530
100	1,000	...	375p.c.	Carwar Company	700
500	1,000	all	700p.c.	Colaba Press Co	4,900xd.
200	2,000	all	250p.c.	East India Press Co	3,975
150	8,500	all	Rs. 225	Fort Press Co	4,300
200	2,000	2,000	75 p.c.	Framji Cowasji Press Co	325
200	500	all	100 p.c.	French Press Co	425
250	5,000	1,400	75 p.c.	Imperial Press Co	450
200	400	250	60 p.c.	Mofussil Press & G. Co.	485
600	2,000	5000	...	Nicol Press Manuf. Co., Ld.	1,800
120	2,500	750	130 p.c.	Princeof Wales Press	1,500
200	1,000	all	200 p.c.	Sassoon's Press Co	1,650
400	250	175	45 p.c.	Scinde Press Co	375
100	1,000	750	Rs. 75	Scindeand Punjab Colonial Press Co., Limited	900
120	1,500	1,250	Rs. 50	Victoria Press, Madras	750
150	850	all	12 p.ct.	Vic. Col. Gin & Press Co.	1,000
450	1,000	all	100p.c.	Vollcart's United Press Co.	125

* For share for the half year.

LAND COMPANIES.

4,000	8,000	all	Rs. 60	Colaba Land Co	1,335
8,000	180	all	Nil.	Freer Land & Pier Co. Ld.	145
750	2,000	2,000	20p.c.	Mazagon Land	1,400
5,000	1,000	all	15p.c.	Port Canning Land Company, Limited	315

RAILWAY COMPANIES.

£20	20	20	p.c	G. I. P. Railway Consoli. dated Stock
.....	£20	10	1	do. New £20 Shares
.....	£20	4	12	do. Ditto
.....	£100	1,000	do.	B. B. & C. I. Railway Co
.....	£18	18	1	do. New Shares

SPINNING AND WEAVING COMPANIES.

62	1,250	all	150	Alexandra Spinning	1,570
500	2,500	all	200	Alliance Spinning	3,150
800	2,000	all	...	Bhownuggur M. & P. Co	2,050
500	1,000	all	200pc	Bombay United	1,240
8,000	100	100	0	Broach Mills	260
500	1,000	750	...	Colaba Spinning	1,760
2 500	2,000	all	100p.c.	Dhurumsey Spinning	1,675
1,500	1,25	all	125p.c.	Fleming S. W. Co	1,235
2,500	1,000	all	115p.c.	Great Eastern	1,490
700	1,000	all	...	Hindustan S. W. Co	1,285
720	1,000	all	115p.c.	Jewraj Balloo Mills	1,280
500	1,000	1,000	...	Khandesh Spinning	1,250
300	1,200	1,000	...	Madras Spinning	1,400
350	1,000	all	55p.c.	Madras U. Spinning	1,175
1,700	1,000	all	...	Manockji Petit's	1,420
900	1,000	all	270 p.c.	Morarjee Spinning	1,375
4,000	625	all	340	Oriental	805
600	1,250	250	...	Prince of Wales Spinning	290
800	1,000	1,000	150 p.c.	Sonderdas Spinning	1,475
600	1,000	250	31½ p.c.	Do. do. 1/4 share	410

* For share for the half-year.

BANKS IN LIQUIDATION.

		Date of L'dation		
.....	25	19¼	...	Bank of China
.....	...	...	...	East India Bank
.....	200	13	Feb. '67	Indian Peninsula

MISCELLANEOUS.

.....	2,500	1,500	240 p.c.	Bombay Burmah Trading Corporation	1,700
1,000	50	all	44p.ct.	Bombay Gas Company	65
500	...	200	99 p.ct.	Landing and Shipping Co. of Kurrachee Ld.	155
2,150	200	100	8 p.c.	Malabar Company Ld.	100
4,000	...	all	14 p.c.	Mechanics' Build'g Co.	15
.....	500	all	45 p.c.	Treacher & Co	375
.....	250	all	40 p.c.	Viegas Patent Slip Co	50

CALCUTTA MONEY MARKET.

ENGLISHMAN OFFICE THURSDAY EVENING.

NATIVE holidays have again been interfering with business, and its state remains very dull and unsatisfactory. Imports and Exports are both very quiet, and a great want of life exists in all departments of the market. The Tea sales, however, passed off with some animation and previous prices were maintained, notwithstanding the largeness of the quantity offered.

There is no marked change in the position of money, and the business demand for it is very limited. There is, however, some silver going down the coast, and the Government drawings still continue, so that if any really strong revival in trade should take place, there may not, later on, be the extreme ease and cheapness which now prevail. The Bank Statement will not, this week, be published until to-morrow, so no figures can be given here.

Considerable sums of money are still leaving the Bank of England, and the minimum rate of discount there was advanced to 3 per cent. on Monday.

EXCHANGE.

Sterling rates go on rising steadily, and have been extremely strong this week, although very few Produce Bills are offering. Bank Bills have again risen most, in comparison with others, and the last rate given was 1-10⅛, just before closing of business on Tuesday, before the holidays. There is every prospect that on resumption of business to-morrow, the same steady feeling will be found to prevail. Document Bills have scarcely varied from the opening rate of 1-19 15/16 to 1-11, the latter quotation being still obtainable from some buyers. The rates closed on Tuesday as under:—

Bank Bills, on demand		1-10 5/16 to 7/16
Do.	3 months' sight	1-10⅛ to ⅜
Do.	6 ,,	1-10⅜ to ⅝
Credits and Clean House Paper, 3 months' sight		1-10⅞ to 15/16
Document Bills, 6 months' sight		1-11

STOCKS AND SHARES.

These markets have been strong and good, and a good many stocks show an advance but

Government Securities are depressed and quoted lower for all descriptions. Last prices were—

4 per cents.	102⅛ to ¾
4½ do.	103½
5½ do.	109½

Bank Shares remain much the same as last week, and the demand for Bank of Bengals has subsided for the moment. Sales, however, have been made at the previous quotations of 1,435 to 1,440, Nationals have brought 118, Punjabs 91, and Allahabads 127. Agras stand at 91, and Delhis at 180.

Tea Shares in some instances mark a good advance, and prices generally keep firm. Central Cachars have risen to 160, New Fallodhis to 123 and Balasuns to 213. There has been business in Dehinges at 68 Debra Doons at 85, Hoolingoorias at 85, Kuseeong and Darjeeling contributories at 100, Singells at 135, Colonials at 104, Durrungs at 91, and East Indias at 85½.

Spinning Mill Shares keep very firm, and there has been a fresh spurt in Baranagores, carrying the cash price up to 151. Bourehs have brought 125 for the old, and 86 for the new issue. Dealings are marked in the following: Howrah Jute at par, Oriental Jute 11 to 13 premium, Seebpore Jute 6 to 8 premium, Calcutta Jute 270, and Fort Gloster new shares 9 to 10 premium.

Coal Shares remain much as they were, with a good appearance. Equitables, after going back a little, have now recovered to 295, whilst Beerbhoooms and Raneegunges have each been sold at 112. Bengals are widely quoted 1,400 to 1,420.

Miscellaneous Shares—India General Steam has advanced to 525, with business done. Bally Paper Mills have brought from 110 to 112½, and Ramkistopore Press the enhanced value of 116.

The London letters of 16th October were delivered here last Saturday morning, and those of the 23rd on Sunday morning. The Mail of 20th October will arrive at the Post Office here to-morrow (Friday) night.

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 21st November, compared with the statement issued on 14th November:—

LIABILITIES.	14th Nov. Rs.	21st Nov. Rs.
Proprietors' Capital:—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid ..... Rs. 50,00,000		
Second issue of do. of Rs. 100 do. ..... ,, 10,00,000		
Do. do. do. paid to account of 2nd Call of Rs. 125 per share ... ,, 12,44,375		
Do. do. paid to account of 3rd Call of Rs. 25 per share ... ,, 2,48,650		
Do. do. paid to account of 4th Call of Rs. 125 per share ... ,, 12,27,875	87,12,275	87,20,900
Reserve Fund, invested in Government Securities	15,50,000	15,50,000
Government General Treasury Balance at Head Office	41,35,896	37,93,040
Do. do. do. at Branches.	11,07,959	10,35,829
Other Deposits	1,56,79,018	1,46,89,492
Post Bills	15,450	13,060
Cash Credits, undrawn	6,14,110	6,05,148
	3,18,15,708	3,04,13,974

ASSETS.		
Government Securities	38,60,696	35,58,978
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	13,55,202	13,06,380
Loans, on Security of do. do.	24,76,217	25,75,778
Current Accounts, overdrawn	3,778	17,267
Bills Discounted	1,17,85,281	1,16,10,067
Stamps	5,349	5,255
Dead Stock ..... Rs. 5,06,775		
Amount applied in reduction ,, 1,15,000	3,90,775	3,91,775
Bullion	2,33,944	2,21,662
Cash Balances with Correspondents	1,17,04,906	1,07,01,919
Cash and Currency Notes	3,18,15,708	3,04,13,974

BANK OF MADRAS.

THE following is the statement of the affairs of the Bank of Madras for the week ending 14th November, as compared with that for 6th November:—

LIABILITIES.	6th No. Rs.	14th Nov Rs.
Capital	56,25,000	56,25,000
Public Deposits	64,38,151	67,10,882
Other Deposits	56,45,123	57,37,098
Cash Credits	2,71,856	2,69,251
Post Bills	2,59,107	2,58,128
Reserve Fund	4,00,000	4,00,000
Special Reserve Fund	2,04,540	2,04,540
	Rs. 1,88,43,779	1,92,05,611

ASSETS.	Rs.	Rs.
Silver & Notes at H. Office	77,17,114	73,77,145
Govt. Reserve,—Cash	4,31,663	8,86,518
Govt. Securities	28,00,342	27,67,702
Loans	17,17,253	18,49,615
Account of Credits	3,50 675	3,50,675
Mercantile Bills discounted	34,16,488	35,44,363
Dead Stock	2,28,574	2,28,533
Bills of Exchange	11,47,607	10,47,389
Due by other Banks	9,69,573	10,28,068
	Rs. 1,88,43,779	1,92,05,611

SHIPPING INTELLIGENCE.

THE S.S. SOUTH TYNE, 985 tons, Captain G. Hellett, sailed yesterday for Kurrachee in ballast.

THE B. L. S. N. Co's. SS PENANG, 475 tons, Captain J Avern, sailed yesterday for Kattywar Coast and Kurrachee with a general cargo and the following passengers:—Surg. Lamb, Mr. Fordyce, Mr. W. J. Corn and one hundred and seven deck passengers.

THE B. I. S. N. Co.s SS. BURMAH, 670 tons, Captain T. Saunders, arrived in harbour yesterday from Persian Gulf via Kurrachee with a general cargo, 70 horses and the following passengers:—Mr. Theiwall, Mrs. Morgan, Mr. Manleil, Mr. Ainsworth, and 50 deck passengers.

THE B. I. S. N. Co's. S.S. PATNA, 1,132 tons, Captain Stewart, arrived in harbour yesterday from Coast and Calcutta with a general cargo and the following passengers.—Captain and Mrs. Harvest and child, Mrs. Fraser, Mr. Maude, Mr. Sharp, Mr. Fleet, Mrs. Tomlinson, 61 men, 10 women, 26 children, of H. M.'s details regiments, and 75 deck passengers.

H. M's. DALHOUSIE, 1,066 tons, Captain W. Warner, arrived in harbour yesterday from Vingorla (November 22nd), with A. 18th Royal Artillery, Invalid and time-expired men of the 66th Regiment 157 men, 16 women and 40 children. She spoke the barque Ottercaps, on the 22nd instant, bound for Bombay all well. The following is the list of Officers:—Major and Mrs. Roberts, Captain Greig, Lieutenant and Mrs. Blundy, Lieutenant Hall and Surgeon Gasteen, of A 18th Royal Artillery.

THE S.S. EMBLEHOPE, 1,244 tons, Captain J. R. Stephenson, which arrived in harbour on the 22nd instant from Liverpool (October 22nd) calling at Malta, and Port Said, via the Suez Canal, brought Mr. and Mrs. Scott, and Miss Sterling as passengers, and the following cargo:—229 cases cotton piece goods, 8,016 bundles iron hoops, 364 cases machinery, 150 cases, 1,450 bales twist, 17,911 bars iron, 10,764 bundles and 20 cases iron, 25 cases slates, 28 packages pork, 4 cases thread, 1 cask brandy, 20 cases sherry, 1 cask port, 2 cases champagne, 35 packages colour, 100 barrels beer, 60 iron plates, 157 barrels copperas, 209 kegs red lead, 100 barrels alum, and some packages merchandise. The vessel is consigned to Messrs. W. & A. Graham and Co.

NOTICE TO MARINERS.—A bouy painted red and white has been replaced in 4 fathoms low water to mark the inner edge of the anchorage off Calicut. Conolly's Hill bearing from the buoy N. E. by Calicut Light House E. ¼ S. and Pier end on N. 76 E. Vessels anchoring to the southward of this buoy should be careful not to bring it to bear to the westward of north, as there are dangerous patches of foul ground close inside of that bearing. The shore may be approached with safety in the fine season to the north of that bouy or inside of it in a line with the Pier end on, but on no account should vessels drawing more than 9 or 10 feet anchor inside of the bouy with the south side of the Pier open.

The P. and O. S. S. Surat from Southampton arrival in Madras roads on Thursday Morning with the following passengers:—

From Southampton to Calcutta.—Mrs and Miss Mackenzie, Misses Macallister, Glen, and Bandbury, Mr. and Mrs Bolland, Mr and Mrs Macpherson and two ayahs, Mr Allardice's ayah, Captain and Mrs Bathwarph, Mrs R E Cox, Mrs R Mangles and European female servant, Miss Killiston Mrs. Condon and European female servant, Messrs. H. Lee and H. B. Yates, Dr. G. Griffith, Mr K. Robins, Col. and Mrs Nuttall, Miss Nuttall, Messrs. R. B. Beadon, Dr. Perzil and Freshmann's ayah, Miss Vivian, Mr. G. C. Barrett, Mrs Carter and infant, Mrs. Hoskin and daughter, Mr. A. Barness, Mrs. G. Sanderson, Dr. Stephen, Mr. R. Spencer, Miss Campbell and European female servant (Emily Bolgie), Messrs. D. Levil J. Lamar and L. Dalfers, Mrs. Faye and infant, Mrs. Atkinson and two ayahs, Miss Peacock Mr. M. Hyde, and Sub-Lieut. Hind.

From Southampton to Madras.—Mrs Macrae and infant, European female servant, Mr and Mrs. Allardice and infant Mrs Sheward and two infants, Mr. and Mrs. Winterbotham and a lady, Rev A. W. Rebsch, Mr. W. Orr, Asst Apothy Dawson, Eliza Ann Wilson and Edith Wilson.

From Southampton to Ceylon.—Mr and Mrs. Walker

From Venice to Madras.—Dr. and Mrs. Scudder.

From Venice to Calcutta.—Mr. A. Lebzen, Mr. and Mrs. Froeschmann and infant, Rev. G. Gales and Rev. P Marchi.

From Brindisi to Calcutta.—Mr Falk and Friend Mr. and Mrs Daver, Messrs G Wallace and J. B Wither.

From Sydney to Calcutta.—Mr Drummond.

From Melbourne to Calcutta.—Signor Gianalli.

THE WILSON LINE S. S. EL DORADO arrived in Madras roads on Wednesday from London. Carried the following passengers:—

Left at Colombo.—The Revds. J. Coles, J. J. Jones and J. O. Simons, Messrs. Edgcombe, T. Dunn, A Caralier, Bois, T. Anderson. A. Stokes, Man, and J. Windham, Dr. J. N. Grant, the Misses Jones, Smith, Pargiter, Gresham, and Rolling, Mrs. Dunn and 2 children, Mrs. Jones, Mrs. Simons and child, Mrs Bois, 3 children, and 2 ayahs, and Mrs. Anderson.

For Madras.—Messrs E. Blackmore, and E. Bristhaupt, the Misses Coleman, VanSouveren, Davies (2) Balfour, and Anderson, Mrs. Balfour, and Mrs. Lewis.

For Calcutta.—The Revds. Vines and A. Clifford, Colonels Ogilvie and Leigh, Captain Toke, Messrs. A. Wilson, W. G. Bere Myers, English, Hold-tcne, Walton, Jodard, Cornwall Vere, Vincent, White, Attfield, and E. Judge. the Masters Bell and Nicholls, the Misses Roberts' Hunt, Fraser, Ogilvie (3) Baldwin, Smythe, Inch, Kene, Turner, Ridgway, Herring, Curtis, Crunleys, (2) Lowson Brathaugh, and Algie, Mrs. Ogilvie, Mrs. Virus and 2 children, 1 ayah, Mrs. Briggs, Mrs. J. Bell, Mrs. Mead 2 children and European nurse, Mrs. Toke, 2 children and ayah, Mrs. English, Mrs. Vere, Mrs. Mountain and child and 1 ayah of Mrs. Colonel Ogilvie.

ARRIVALS.

Nov.	Vessel.	Commander.	From.
23	Patna (s)	Stewart	Calcutta, Oct 29.
	H. M. S. Dalhousie	Warner	Vingorla, Nov 22.
	Burmah (s)	Saunders	Bassorah.
	Pearl (s)	Doert	Dutch, Nov 4.

DEPARTURES.

Nov.	Vessel.	Commander.	Destination.
23	Marian Moore	Stephenson	Liverpool.
	Salsa	Poland	Cochin.
	Keerats Boodrin	Nacoda	China and Colombo.
	Cathay (s)	Dundas	Southampton.
	South Tyne (s)	Bellett	Kurrachee.
	Penang (s)	Lyons	K. Coast & Kurrachee.

The Steamer Borrowdale, to Marseilles, was entered out for loading yesterday.

CALCUTTA.

ARRIVALS.

Nov.			
19	Almora (s)	Gray	Bombay, Oct 24.
	Arabia (s)	Lewis	Rangoon, Nov 15.
	Lord Canning	Bentley	Liverpool, Aug 1st.
	Bertram Rigby	Tibmas	London, July 20th
	Saint James	Ady	Brisbane, Sept 21.
	Peter Penny	Fyerase	Otago New Zealand, Sept 8.

DEPARTURES.

Nov.			
19	Thales (s)	.....	.....
	Arratoon Apcar (s)	.....	.....
	Teviotdale	.....	.....

MADRAS.

ARRIVAL.

Nov.		
19	Surat (s)	Suez, Aden, and Galle.

DEPARTURE.

Nov.		
19	Japan (s)	Calcutta.

DAILY IMPORTS.—NOVEMBER 23.

FROM LIVERPOOL.

Barrodale s, 200 boxes tin plates, Abdoolally Sumsoodin; 100 kegs lead ore, Tejpal Cama.

FROM LONDON.

Hindostan s, 600 kegs paint, B Angus & Co.

Teviot s, 9 kegs washers, & 2 casks cement, M M Mody & Co; 12 cases window glass, Ebramjee Noorbhoy; 45 cases matches, Abdoolally Shaik Adom.

Kong Swerre s, 50 cases brandy, Pochajee Framjee and Co; 30 cases clocks, Merwanjee Cursetjee; 5 bales corks, Jemsetjee Ko vejee's Sons; 163 cases window glass, Hassamally Lallmeyre.

J C Stevenson s, 101 cases old tom, Cowasjee's Brothers; 5 cases wine and 10 cases whiskey, W Watson & Co.

Esne dale s, 2 hogsheads wine, Dhunjeebhoy Cawasjee.

South Tyne s, 188 kegs nails, and 23 cases window glass, Hassomally Lallmeya

FROM GLASGOW.

Rozario s, 40 cases acid, S R Sookhia.

FROM GENOA.

Arabia s, 100 boxes brandy, Nawrojee Ardaseer & Sons.

DAILY EXPORTS.—NOVEMBER 23.

FOR LIVERPOOL.

Timor s, 17 bales cotton, and 18 bales wool, Ludhabhoy Khakeye 233 nuts galls, Nursey Narron; 90 bales wool, Cullianjee Pittamber; 41 bales wool, Premjee Feroz; 55 bale wool, Shamjee Veerjee; 31 bales hides and skins Chinee Esmail and Co; 50 bales wool, Cullianjee Govindjee; 5 bales hides, Goolam Rusool Abdool Cader; 27 bales wool, Hurrybhoy Gangjee; 50 bales wool, Jetha Vuria; 25 bales wool, Murrally Nanjee; 787 cwts coir yarn, Sconderdas Mooljee; 50 bales wool, Jewandass Premjee; 17 bales wool, Daud bassoon and Co; 80 bales wool, Woorkerda Morarjee; 50 bales wool, Mooljee Goculdass; 55 bales cotton, Bhoja Malla; 70 bales wool, Nursee Kuthow; 45 bales wool, Keesowjee T obidass and Co; 145 bales cotton, Boonderdass Mellvee; 165 bales wool, Emlay Scott and Co; 250 bales cotton, W and A Graham and Co; 33 bales cotton, Narrandass Mooljchand.

Ennerdale s, 325 cwts coir yarn, Talub Arbee.

FOR LONDON.

Cathay s, 23 bundles E teeth, Goolamhoosen Currimbhoy; 11 bundles E teeth, Mahomedji Motichand; 19 bundles E teeth, Jairazbhoy Peerbhoy; 88 pieces and 7 bundles E teeth, Allybhoy Mamedjee; 364 pieces and 2 bundles E teeth, Hajee Hoosein Hajee Mutha.

FOR NEW YORK.

Mont Video, 476 packages wet dates, Suchoo Khakey.

FOR TRIESTE.

Theran s, 350 bales cotton, P and O Co; 150 bales cotton, Gaddum and Co; 350 bales cotton, A Trading & Co.

FOR VENICE.

Theran s, 400 bales cotton, P & O Co.

FOR GENOA.

India s, 16 tins caster oil, C Grondona.

FOR MARSEILLES.

India s, 875 cwts wheat, and 450 cwts gingelly seed, Alsen Riebe & Co.

FOR MESSINA.

India s, 500 cwts wheat, Alsen Riebe & Co.

MILITARY INTELLIGENCE.

ARRIVALS—NOVEMBER 21.

Larkwood, Captain, Bengal 3rd Punjab Cavalry, to appear before a medical board, from Dera Ghazee Khan.

Hulseberg, Surg Major, Bombay A M D, on duty, from Kirkee.

Battiscombe, Captain, Royal Artillery, on duty, from Ahmedabad.

Dawson, Lieut Col, Bombay Royal Artillery, on duty, from Mhow.

Duck, Vet Surg, Bombay Royal Artillery, on duty, from Nusseerabad.

Aitken, Col mil, Bombay Royal Artillery, on duty, from Ahmedabad.

Birnie, Surg Major, Bombay A M D, on duty, from Deesa.

Poyser, Vet Surg, Bombay Royal Artillery, on duty, from ——.

NOVEMBER 23.

Brunker, Lieut, Bengal 26th Cameronian, on duty, from Morar.

Thacker, Colonel, Bombay Marine Battalion, from duty, from Bhooj.

Dumas, Lieut, Bengal Royal Horse Artillery, on duty, from Morar.

DEPARTURES—NOVEMBER 23.

Johnston, Lieut, Bengal Royal Engineers, to join, to Roorkee.

Triscott, Colonel, Madras 20th Regt N I, on Med Cert, to England.

Smith, Surg Major, Bombay Med Dept, on duty, to Aden.

F ndryce, Lieut, Bombay 5th Regt, to rejoin, to Kurrachee.

Durrant, Vent Surg, Bombay Royal Artillery, on leave, to England.

Lamb, Ins Vet Surg, Bombay, on duty, to Kurrachee.

PUNJAB GOVERNMENT ORDERS.

(*Punjab Government Gazette*, Nov 19.)

Mr H C T Robinson, As t Comr, Derah Ghazi Khan, has obtained leave of absence on medical certificate for one month, with effect from the 23rd Oct 1874.

Mr R G Thomson, Asst Comr, reported his arrival at Lahore on the forenoon of the 13th Nov 1874.

Lieut J B Hutchinson, Asst Comr, reported his arrival at Bombay, on return from furlough, on the 8th Nov 1874, and is posted to the Lahore district.

Mr J E Baillie Asst Comr, on return from special duty in the famine districts in Bengal is re-appointed to the Hoshiarpore districts.

Mr H W Steele, Asst Comr, was relieved of the charge of the outpost of Kasur, in the Lahore district, and proceeded on special duty in the P W Dept on the 30th June 1874.

Mr H W Steel, Asst Comr, was re-transferred to the Civil Dept. and assumed charge as Offg Depy Comr of Lahore on the 17th Aug 1874.

Mr W O Clark, Asst Comr, on return from special duty in the famine districts in Bengal, is re-appointed to the Juiandhur district.

Capt T J C Plowden, Asst Comr, is transferred from the Hazara to the Kohat district.

Capt G E Macpherson, Asst Comr, is transferred from the Gujrat to the Hazara district.

Lieut C H J Hawes, B S C, is appointed a Depy Comr of the 2nd class in the Punjab, vice Capt H P Babbage, retired and is posted to the Karn l district.

Mr Sydney Smith, Asst Dist Supt of Police, is transferred from the Simla to the Jullundur district, as a temporary measure.

Mr L N Broome is transferred to appointed to officiate as Dist Supt, Gurgaon, from the 1st Oct last until relieved by Mr J H Herdon.

Th following appointments are made with effect from the 17th Oct 1874:—

Consequent on the departure on leave of Mr M Morris, Offg Perm Asst to the Insp-Genl of Police—Capt J S Tait Offg Dist Supt, Lyallpur, officiated as Perm Asst to the Insp-Genl; Mr J McAndrew, Offg Dist Supt, 2nd grade, officiated as Dist Supt, Montgomery; Mr W W Ward, Hissar Supt, 2nd grade, officiated as Dist Supt, 2nd grade; Mr E O Tronson, Offg Dist Supt, 4th grade, officiated as Dist Supt, 3rd grade.

The Hon'ble Lieut Gov has been pleased to appoint the undermentioned gentlemen to officiate as Asst Dis Supts of Police:—

Mr W G Gobtrey who is posted to the Rawul Pindi district, and Mr H J G Reid, to the Lahore district.

His Honor is pleased to accept to resignation by Lieut C C Egerton of the appointment of Station Staff Officer at Dera Ghazi Khan.

Capt R B Lockwood, 3rd Punjab Cavalry, is granted leave of absence on medical certificate, from such date as he may avail himself of it, for thirty days, to proceed to Bombay and appear before a medical board.

The following Orders are confirmed:—

Brigade Order, Punjab Frontier Force, dated 21st Sep 1874, placing the services of Surgn T J Tuohy, officiating in medical charge 1st Punjab Infantry, at the disposal of the Re-Genl Comdg the Peshawar district from the date of the return of Surgn to P Mackenzie from privilege leave; and directing Surgn Tuohy to proceed from Ekuredsadad to Peshawar at the public expense.

Dera Ghazi Khan Station Order, dated 2nd Nov 1874, making the following temporary m dical appointment:—

Surgn B Booker to the offg medic l charge of the 2nd Punjab Infantry, from the 1st instant, vice Surgn Jackson, proceeded to Dera Ismail Khan on duty.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 9th November 1874.

HE the Comdr-in-Chief is pleased to appoint Depy Surgn Gen J Irvine, M D, to the Disapore Circle of Medical Superintendence, Depy Surgn Genl C R Francis, M D, transferred to the Presidency Circle.

Under instructions from the Horse Guards, Capt R C Brook, 40th Regt, is directed to proceed to England by troopship, for duty at the regimental depot.

The following officers are directed to England, by troopship, for duty at the regimental depot:—

65th Regt—Capt H Fitz R Marryat, and Lieut R D B Rutherford.

The undermentioned candidates are reported to have passed the Lower Standard in Hindoostani on the 2nd Nov 1874:—

Lieut J S Quarle, F-11th R A; Gunner J Martin, F-19th R A; Sergt H Bethel, 1st 22nd R A; Lieut E L M Trafford, 5th Fusiliers; Lieut A C P Haggard, 2-25th Foot; Corpl D McCarthy 36th Foot; Sub-Lieut M W Battye, 2-69th Foot; Lieut W A Colings, 73rd Foot; Sub Lieut R T Barter, 73rd Foot; Lieut J S M Hamilton, 92nd Foot; Paymaster Sergt E McDonald, 92nd Foot; Capt the Hon C E Edwardes, 4th Bn Rifle Bde; Hospl Apprentice Smith, Sub-Med Dept; Hospl Appce J Crabbe, Sub-Med Dept.

Surgn Maj S C Amesbury is transferred from the medical charge of the 4th Bengal Cav to the offg medical charge of the 6th N I.

Under instructions from the War Office, Vety Surgn R Poyser, A Bgde R H A, is transferred to the 18th Bgde R A and will proceed with it to England.

Vety Surgn Poyser is directed to proceed to Bombay, from Lucknow, without delay to join his Bgde, to travel at the public expense.

The following orders are confirmed:—

Allahabad Division order, dated the 29th Oct 1874, directing Maj G F M Phillips, B S C, to do general duty at Allahabad on return from furlough.

Dated the 31st Oct 1874, directing Surgn W P Battersby, M D, to assume medical charge of the 1st Bengal Cavalry.

Meerut Division Order, dated the 3rd N vember 1874, directing Surgn Maj H Harrison to assume medical charge of the detachment 85th Light Infantry proceeding to Futtehgurh; and Surgn T G Bolster, M D, to do duty with the relieved party returning to Meerut.

Lahore Division order, dated the 2nd Nov 1874, directing Surg Maj J Wilson, M D, in medical charge of detachment 6th Foot, Umritsar, to assume charge of detachment 17th N I, on the departure of Surgn Maj W B Ramsbo hum, M D.

Presidency District order, dated the 19th Oct 1874, directing Surgn J Wilson, M D, to proceed, without delay, to Gowhatty and there to await orders.

Dated the 22nd Oct 1874, directing Surgn J C G Carmichael, M D, 37th N I, to assume charge of the duties of the Garrison Surgn, Fort William, as a temporary measure, in addition to his duties, on the departure of Surgn D O'C Raye, for duty with the Delhi Field Force.

Dated the 22nd Oct 1874, directing Surgn J C G Carmichael, M D, Garrison Surgn, Fort William, to assume medical charge of the details of the Artillery and Sappers and Miners during their stay within the Fort, in addition to his duties.

Dated the 29 h Oct 1874, directing Surgn F R Swaine to relieve Surgn D O'C Raye of the duties of Garrison Asst Surgn Fort William, on the departure of the latter officer to join the Duffla Ex edition.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

LONDON, 21st Nov. AFTERNOON.

The Liverpool Cotton Market closed quiet.

Fair Dhollera 5¼d.	
Exchange on India	1s. 10¾d.
Oriental Bank Shares	£46
Chartered „ „	£15
Do. Mercantile „	£24
Hongkong & Shanghai Shares	£27
Total Coin in the Bank of France	£51,500,000
Do. Notes in circulation	£102,250,000
4 per cent. Rupee Paper	95¼.
4½ do. do.	96¼.
5½ do. do.	101¼.
3 per cent. Consols, for account	93¼.
Bar Silver	58½.

The following vessel has passed through the Suez Canal:—

Nyanza.

THE CRISIS IN AFGHANISTAN.

[SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE."]

CALCUTTA, 23RD NOVEMBER.

The reason alleged for Yakoob's arrest is the fear lest he should give over Herat to Persia.

The misunderstanding is apparently settled. Yakoob is not to be released. He stands suspected of a design to give Herat to Persia. Troops from Cabul will occupy Herat.

The following statement appears in the *Englishman* "on the best authority of the circumstances as known to the Government:"—

Although the Government of India is far from indifferent to the settlement of the question of the succession to the throne of Afghanistan, it has never assumed a right to interfere directly in the matter. This was the policy recognised and acted upon in 1858, when His Highness the Ameer Shere Ali Khan was nominated heir-apparent by the Dost in supersession of the elder son, Muhammad Afzal Khan. At no time have the Government ever desired to interfere in the internal affairs of Afghanistan, or volunteered to settle domestic questions on which the Ameer may not have consulted them. In this policy there has been no change, and accordingly, when His Highness the Ameer wrote to the Viceroy towards the close of last year, formally announcing that Sardar Abdulla Jan had been nominated heir and successor to the sovereignty of Cabul with the concurrence of the chiefs and leading men of Afghanistan, the Government of India simply acknowledged His Highness's letter in terms of friendship and good-will. The attitude assumed by the Sirdar Mahammad Yakub Khan, Governor of Herat, since the nomination of Sirdar Muhammed Abdulla Jan, is a matter of public notoriety. The Ameer has never consulted our Government on the subject of Yakub Khan's claims. At the same time, the Government is fully conscious of the position which the Sirdar occupies in Afghanistan, and it has been anxious that no rash step should be taken on either side which should render the breach between father and son irreparable, and plunge the State of Cabul into the calamities of civil discord. When, therefore, a report was received by telegraph that Sirdar Muhammed Yakub Khan, having been invited to Cabul under a safe conduct, was arrested by the Ameer, orders were given by telegraph that the British Agent at Cabul should be instructed to address His Highness the Ameer, and express the hope of the Viceroy that the report of the Sirdar's arrest might prove to be incorrect, and that His Highness would observe the conditions under which the Sirdar was understood to have proceeded to Cabul. No further information has been received by the Government as to the imprisonment of Sirdar Yakub Khan, and it would therefore be premature to offer any opinion upon it.

THE *Indian Mirror* says:—Will any well-wisher of the Foreign Department come forward and inform us that it had no hand in getting up the mock reconciliation of Yakub Khan with the Ameer Shere Ali of Cabul? The occurrence was trumpeted forth at the time as a rare, unheard of feat achieved by the Foreign Office. For the good name and credit of that office we trust that disclaimer will be issued and the public given to understand that it was the folly of the Secretary and the treachery of the cunning Sirdar, and not the far-seeing policy of the Government, that had brought about the unfortunate meeting of the two personages. At the time we wrote that, we dwelt upon one good feature of the whole meeting, which was the absence of any appearance of treachery on either side. Precisely the reverse has taken place. Yakub Khan is now in prison. The treacherous dotard of a father finds the claims of an imbecile younger son too strong upon his affection, and studiously sets about making them sure by imprisoning the only son who is gifted with abilities and the power to restore tranquility to a distracted kingdom. What the fate of Yakub Khan will be we cannot pretend to augur. Certainly when the Ameer has stooped to one instance of meanness, he will not be scrupulous enough to avoid other mean ways; and if it be only to appease the jealous wrath of his younger queen, he will probably do anything to remove Yakub from the reach of succession. What a terrible fate does this consideration place in store before that unhappy youth? Naturally enough, the whole world seems to be partial to that prince, and we strongly hope that no Government, with any pretence to enlightenment, will in any way connive at the sacrifice of a prince so noble, so gallant and so able, at the altar of of jealousy. The masterly inactive policy of our own Government did not prevent it from subduing the reigning Ameer; will that prevent it from saving a worthy prince from misfortune and death?

M. JOUSSERANDOT, Professor of the University of Geneva, has just finished the translation of an Arab poem, which describes the life and manners of the children of the Desert.

THE *Lucknow Times* hears from Fyzabad that Sahigram and others connected with the Barabanki forgery cases, have been acquitted by the Commissioner of that Division.

THE ship Rialto has just arrived with 200 horses at Madras half the number of horses will go on to Calcutta. This vessel has also brought a quantity of Australian copper. She lost 11 horses by death on the voyage.

THE Directors of the Bank of Bengal at their meeting on Friday, reduced the margin on loans on the deposit of Government Securities one per cent., and raised the rates of interest and discount one half per cent. all round.

THE *Englishman* has been favoured by the Public Works Department with a copy of a telegram from Madras, which says: "Through service not expected to be re-established on the North-west line for several weeks, probably not before January."

THE late Lord Derby is alleged to have said that there was no hope of the present Earl being induced to read his father's translation of Homer unless it was "thrown into the form of a blue-book." This was a hard hit both at the translation and Lord Stanley.

WE regret to hear that Mr. Ferguson clerk of the Insolvent Debtors Court, has been suffering from an affection of the heart, and at the advice of his medical attendants, he yesterday proceeded to Europe. Mr. Hart, Barrister-at-law, has been appointed to act for him.

Bombay football players will be interested to learn that the Calcutta club have started operations for the cold season. On Saturday last the match arranged was "Smokers v. Non smokers," and the local jokers opined that the "weedy lot" would have their pipes considerably put out by the result.

THREE suits, in which the Rev. Mr. Beecher is the complainant, are likely to be tried next month. One is an action against a newspaper, and the others are criminal indictments against Mr. Tilton and Mr. Moultan for libel. Mr. Beecher's counsel assure the public that these suits will be carried on with the utmost vigour.

A KURRACHEE paper tells us that the last expedient adopted to induce unwilling "famine coolie" to work in the Southern Division of the Indus Valley line, is to send a man round with leeches proclaiming the alternative of "blood or work." Our contemporary states that all the Sindhi *dongas* prefer returning to work, rather than accept the ordeal of the blood-sucking worm.

THE *Athenæum* tells us that Colonel P. Egerton Warburton, the Australian explorer, whose wonderful expedition from the centre of Australia to the West coast, accomplished by him and his party under difficulties and privations of a most appalling character, was rewarded with the gold medal of the Geographical Society, is now in London. He brings with him a journal of his expedition, which, to judge from the speech made by him at a banquet given in his honour at Adelaide, should be of interest. It will be published in a short time under the editor-ship of Mr C. H. Eden, author of "My Wife and I in Queensland."

IN May last the Planters' Association of Ceylon forwarded a memorial to the Secretary of State for the Colonies praying for the enactment of an Extradition Law between India and Ceylon, whereby offenders committing breaches of trust in Ceylon might be apprehended in India and relegated to Ceylon for trial. They were led to take this action, it seems, owing to the fact that native agents despatched from Ceylon to India for the purpose of recruiting labourers, frequently appropriated the funds entrusted to them for the purpose and remained in India. The Secretary of State for the Colonies, having maturely considered the representations made by the memorialists, has replied that he is not prepared to recommend the change advocated by the Planters' Association in the present Law of Extradition.

THE *Englishman* says:—Is it possible that our Lieutenant-Governor, in the multiplicity of his employments and travellings to and fro, finds time to send special telegrams to the *Bombay Gazette*? It certainly looks like it from a special telegram from Calcutta, dated the 14th instant, which appears in that paper of the 16th instant, which says: "The famine report is finished. The cost of the famine is said to be below the estimate. These are facts (?) which have not as yet been made public in Calcutta." We beg to assure our contemporary, in all solemnity, that the special telegram alluded to was not despatched by Sir Richard Temple. Every fact we publish that the Calcutta press is not aware of should really not be attributed to so great a personage as Sir Richard, and the *Englishman* ought not to be angry because this is the case.

"TOUCHSTONE on his travels" writing to the *Englishman* says:—After the Himalayas one can be oppressed with no sense of the grandeur of other mountains. Monte Rosa, with its snowy summit, looked proudly upon the hills and plains beneath it, but Monte Rosa was to me a pigmy compared to the giants I had just left behind me in the East. And so, through all the mountain-scenery that met the eye on our way homeward, we Anglo-Indians gave vent to expressions of disappointment. Even Mont Blanc, "the monarch of mountains," with his robe of clouds and diadem of snow, would not have removed that feeling had he appeared before us in the most splendid view which he ever gave to painter or poet. The fault was with us, not with the mountains: we were looking for gigantic proportions to contrast with the mountains we had left in India.

WE mentioned, about a week since, that defalcations amounting to about £3,700 had been discovered in the Galle Branch of the Oriental Bank; and we now learn, on the authority of the *Ceylon Times* that Mr. Craven, the late Agent, has been charged with fraud and embezzlement; and has only been liberated on substantial bail. It is believed that the embezzlement with which he is charged, by no means amounts to the sum missing from the safe, and there is therefore reason to believe that some are concerned in the robbery who are not yet in custody. The Police have been most diligent and persevering in their enquiries, and from the reputation borne hitherto by Mr. Craven, have incurred no small odium in their efforts to trace home a share of the guilt to that gentleman. It is rumoured that he has confessed his misconduct to the Manager of the Corporation in Ceylon, who spent some days at Galle, and that that officer will have to appear as prosecutor. Mr. Anderson is at present in charge of the Branch.

WE hope our readers will be able to derive instruction and profit from M. Silberman's investigations regarding the height of the human species. He shows the average height of the male and female population of France, taken in a certain position the hands are comfortably extended over the head. Two individuals laid lengthwise, with fingers touching, would thus measure 4 metres, and this he terms the base of the harmonic proportions of the human race. Thus the harmonic base is four times 1 metre, just as the meridian is four times 10,000,000 metres, and the relation of the two integers is as 1 to 10,000,000. From these considerations he draws proof of the equality of the sexes, as they exhibit woman not as a complement to the male portion of the race, but as constituting normally and by right, half of the human family. M. Silberman arrives at the conclusion, as the result of his various investigations and studies, that the average height of the human race has remained unchanged since the Chaldean epoch 4,000 years ago.

AT the end of the last financial year, on the 31st of March, 1874, the capital of the funded debt of the United Kingdom comprised £395,830,624 New Three per cents. Consolidated Stock; £211,381,285 New Three per cents.; £89,208,600 Reduced Three per cents.; £3,803,580 New Two and a Half per cents.; £225,746 New Three and a Half per cents.; £13,645,869 debt due to the Bank of England and the Bank of Ireland at £3 per cent.; and £418,300 Exchequer Bonds, created by 16 Vict., c. 23. The total is £723,514,005. To this must be added terminable annuities amounting to more than 4½ millions a year, representing a capital (estimated) of £51,289,640; and, lastly, the unfunded debt in Exchequer Bills and Exchequer Bonds, amounting to £4,479,600. The total amount of the National debt, therefore was £779,288,245. The National debt was increased by the Crimean War, and on the 31st March, 1859 it amounted to £830,757,193, which was constituted as follows:—£790,480,720 funded debt, £18,277,400 unfunded debt, and £21,999,073 estimated capital of terminable annuities. Since that time the capital of the funded and unfunded debt has been reduced by more than 80 millions. The capital represented by terminable annuities has increased by 29 millions, but what we pay in this way goes partly in reduction of the principal of the debt. The terminable annuities comprise about a million a year, payable to persons who have purchased Government life annuities; but upwards of 3½ millions a year of the terminable annuities cease in 1885.

THE RECENT SHIPWRECKS AT THE SANDHEADS.

TO THE EDITOR OF THE INDIAN DAILY NEWS.

SIR,—You may have heard of the fearful catastrophe that occurred at the Sandheads on the evening of the 11th inst. between two inward bound ships, the French Empire and the City of Edinburgh, but you will not have heard the story told by two men saved from the wreck of the French Empire as I have; they must have had a fearful night of it—they and their unfortunate comrades that have perished from the wreck. I will try and give you some of the details as I heard them from he two men saved. "There were ten or eleven of us got into the main top as the vessel was sinking. Whilst we were there we saw a boat pull from the wreck of the other vessel, and pull towards the pilot brig that was at anchor close to us, we shouted out to them for assistance. They heard us, and asked how many there were of us: we returned them answer ten or eleven, one said ten, and another of the crew eleven; we understood them to say they were going on board the brig, and would send assistance from the pilot brig, and we saw the boat pull ahead and pass the wreck we were on until we lost sight of her in the darkness. The next morning there were, as near as I can remember, eight of us left on the wreck, we had to swim from one mast to the other to keep above water during the night as the vessel kept rolling about and carried away the masts. In the morning we watched the brigs eagerly but saw no signs of their getting under weigh to come to our rescue. We distinctly saw them signalizing one another and thought it was about us, at last me and my mate had a shift to the gaff, the only spar above water. We were nearly exhausted and I believe we could not have held on for another quarter of an hour, when fortunately for us a piece of wreck floated up close to us and I sung out to my shipmates that our only chance to hold out any longer was to swim for the piece of wreck. We were up to our necks in water on the spar of the wreck, we struck out for the piece of wreck and reached it and called out to the carpenter to do the same, he tried and went down, but fortunately he had hold of a piece of rope in his hands, and pulled himself above water again, then he tried again when the water appeared a little smoother, and managed to reach the piece of wreck I was on. We saw one of the brigs weigh and soon after she came and rescued us; but me and my mate have lost every thing we had. There are two of our boats adrift; one with the Captain and two or three other men; the other with a lot of the crew of the City on board. One poor little boy, his first voyage to sea—he was the pet on board, although he used to commit some boyish tricks—was washed from the wreck and drowned before our eyes, says the carpenter; the others were washed one by one from the wreck as they got exhausted, and drowned. The second mate and one of the apprentices from the City were drowned from the gallant yard; the second mate clinging to it to the last—we thought it was about 12 o'clock when we got on the wreck, and the carpenter said to me, it is getting dark, so we won't be saved to-day, as the brigs have not weighed, we must make up our minds for another night on the wreck. When I saw the brig coming to us, I lost my presence of mind, and got excited, I shouted, and held up a piece of wood from the wreck we were on. I was afraid they would not see us on board the brig, says the carpenter." Such, Mr. Editor, are some of the fearful details of the sufferings these men underwent as related to me by the carpenter and one of the seamen of the French Empire. But the most astonishing part of it is that the brigs did not go near the wrecks in the morning. I hear it was just ten in the morning before anything was done, towards seeing whether any living being remained on the wrecks, and the signalizing the men saw from the wreck was nothing more than the junior commander asking permission from his senior before he could go to the rescue of human life. Oh! ye country of officialism and tapeism, was ever such a thing heard of in civilized country before?—from the Governor General's cook to the veriest keranie, they cannot move without official orders.

Could it be possible that the commander of the Brig the City's boat went to would have known that a lot of men were on the wreck and yet not go to their rescue, at least the first thing in the morning? I cannot think they are so inhuman as that; and yet it seems queer—either the men in the City's boat who have saved themselves in the brig's boat were too great poltroons to inform him of the circumstance, or the captain of the brig committed a great dereliction of duty in not going to the rescue of the men on the wreck, as no doubt more lives would have been saved which would have been more to their credit than having to perish under their noses. The brigs are well equipped and found, so no excuse can stand on that score.

Sir, you can either publish it, or put it in your waste-paper basket. What I state here you can at any time hear for yourself from the two men mentioned.—Yours, &c.

A DARING SWINDLER.

AT the Fort Police Court yesterday before Mr. Nana Morojee, John Irvine who recently practised a most daring fraud on Messrs Rogers and Co. Chemists was arraigned on three separate charges of swindling —Firstly at the instance of one Moorarjee Madhowjee a dealer in piece-goods with obtaining by false pretences on the 21st instant R. 21-3. Secondly at the instance of Goolabchund Sukalchund a tea and sugar merchant on a similar charge in respect of Rs. 5 14. Thirdly at the instance of Callidass Boonja another tea coffee and sugar merchant on a similar charge in respect of Rs. 15-4.

Moorarjee Madhowjee the first complainant deposed: I deal in piece goods and keep a shop in the market. Prisoner came to my shop on last Saturday at 10 P. M., my brother Runchore was also at the shop; prisoner told me to show him some cloth, (obintyee) I showed him diff rent patterns and told him the rate. He settled the rate at 4 yards per rupee. He obtained from me five pieces each 12 yards long, worth Rs. 15. He also told me he wanted a long cloth piece worth Rs 10-8. I give it to him. Prisoner asked me to bring Rs. 24-8 with me and to go with him to his place where he said he would give me a note for Rs. 50. So I took me to the Town Hall. Here he told me to give him the money saying he was going to send the notes. I paid two notes for Rs. 10 each and Rs. 4 cash, he told to pay the buggy-walla annas 1 and wait at the Town Hall with the cloth which was still the in the buggy. I waited with the cloth for a long time. On enquiry I found prisoner was not there. I gave information to the Police and described the accused. The Police arrested the prisoner the same evening in Camatcepoors. When prisoner was searched a five Rupee note and Rs. 4,14 in silver were found on him.

The second complainant Goolabchund Sakulchund deposed. I keep a shop for the sale of tea and sugar in Bazaar Gate Street. I know the prisoner, he came to my shop a month ago, he purchased 2 lbs. of tea on credit, Rs. 2. worth of sugar and two bundles of cheroots altogether worth Rs. 4-2; prisoner said "give me Rs. 5-14, and I will give you a note for Rs. 10" he asked me to accompany him to David Sassoon's Office where he said he would give me the note. He took me on the second story and asked me to give him the money Rs. 5-14 saying he would go inside and return and pay me a ten rupee note. I gave him Rs. 5-14, and he went in, but did not return, I waited for a long time but prisoner was not forthcoming. I gave information to the police: since then I saw him again the day before yesterday and I identified him. I charged prisoner with cheating me. Prisoner said nothing. My shett, Bhaichund was present in the shop when prisoner made the purchase, and it was he who gave me Rs 5-14. When prisoner came to my shop he spoke half Gocerati and half Mcoolmani.

The third complainant Calidass Poojs, deposed: I keep a shop for the sale of tea, sugar &c. On the 29th ultimo at half-past 6 o'clock in the evening prisoner came to my shop and bought of me 2 lbs. of tea worth Rs. 1-8 and sugar worth Rs. 2. and cheroots Rs. 2. He said I have a note for Rs. 20 at my house, you take Rs. 15 4 with you and go along with me to my house. I took Rs. 15-4 and went with him in a buggy. He took me to the Sassoon's building. Here he took me on the first story and said Wait here I shall just send you with my servant a note for Rs. 20, and you give him Rs. 15-4: so saying he went inside and in five minutes afterwards he came out and said, "Give me Rs. 15-4 I shall just get the note," I gave him Rs. 15-4 and he went to fetch the note as he said but did not return. I waited for a long time and on enquiry I found that the prisoner was not there. I gave information to the police. I again saw him yesterday and identified him as the person who had obtained Rs. 15-4 from me. I charged the prisoner but he said nothing. When prisoner obtained the goods as aforesaid, my brother Girdhur was present at my shop, I gave the rupees to prisoner without first taking the note from him because he going to give it me presently.

His Worship took down a little more evidence in connection with that given above, and asked the prisoner to say anything in his defence The prisoner was sullen throughout and kept very silent. There were four previous convictions on charges of a similar and in two instances grave nature against the prisoner.

His Worship sentenced the prisoner to six months rigorous imprisonment on each charge. The second term of imprisonment to commence on expiration of the first six months, and the third, at the expiration of the term of imprisonment of the sentence for the second offence. The prisoner was in all sentenced to undergo eighteen months rigorous imprisonment.

ACTION FOR DAMAGES AGAINST THE B. B. AND C. I. RAILWAY Co.

AT 3 o'clock yesterday afternoon Mr. Gunputrao Bhaskerjee delivered judgment in the case of Furtab Dajee against the B. B. and C. I. Railway Company. The plaintiff with his Mr. Craigie, of Messrs. Craigie, Lynch and Owen Solicitors, was present and Mr. Winter of Messrs. Prescot and Winter Solicitors represented the Company.

THIS action has been instituted by the plantiff to recover the sum of Rs 500 as damages for the forcible and illegal removal of the plaintiff from one of the carriages of the defendants at the Dahanu station on the 30th June 1874 and for the illegal detention of the plaintiff at the station aforesaid by the servants of the said Company and for the illegal refusal by the servants of the said Company to allow the plaintiff to proceed in the train to Bombay after he had expressed his willingness and had offered to pay the proper fare for a ticket to Bombay. It is alleged by the plaintiff that on the 29th June last, the plaintiff went to Surat for the purpose of taking a brief to his master Mr. Tyrrell Leith Barrister at Law. The plaintiff entered into the third class carriage in the same train with his master, without any obstruction by or question on the part of the servants of the defendants and was under the impression that Mr Leiths had taken for him a ticket as Mr Leith had done on similar previous occasions. On the arrival of the train at Nausari the plaintiff found that his master had not taken a ticket for him. He then made several attempts at the several stations on the line from Nausari to Bombay to purchase a ticket but without success At last when the train arrived at Dahanu he alleges he was forcibly removed from the carriages and detained at Dahanu notwithstanding his readiness and willingness to pay all the fare due. Mr Winter for the Defendants the Bombay Baroda and central India Railway Company raised a preliminary objection to the maintenance of the action on the ground that it was improperly constituted inasmuch as the station master at Dahanu was not joined as a co-defendant. This objection was over-ruled as it appeared on the evidence that the Company had approved and ratified the acts of their servants Goff Great Northern Railway Company 30 L J (Q B.) 148; S C 3 E and E 672; Limpus London General Omnibus Company 1 H and C 526; Seymour Greenwood 6 H and A 358 S S 7 H and N 358; Poulton vs. London and South Western Railway Company 2 L R (Q B) 538 The preliminary objection being thu disposed of. The Defendant in their defence urged that the charge of forcible removal was a fabrication on the part of the plaintiff and that unless the deten ion at Dahanu be held to be illegal there is no ground of complaint on that account. Further they urged that they were justified in refusing to carry the plaintiff from Dahanu to Bombay, and lastly that the plaintiff is prevented from recovering any damages in as much as he had by his own negligence contributed to the wrong. The points for decision in this case are:—1. Whether there was a forcible and and illegal removal from the railway carriage and an illegal detention of the plaintiff at the Dahanu station on the 20th June by the servants of the B B and C I Railway Company acting in pursuance of the orders of the said Company, and whether the forcible removal and detention were justifiable, 2. Whether the Company has been guilty of breach of duty as carriers in refusing to carry the plaintiff from Surat to Bombay. 3. Whether the defendants were justified in refu ing to robook the plaintiff at Dahanu and carry him from that place to Bombay. 4. Whether the plaintiff has contributed to the wrong in such a mannner as to estop himself from recovering damages.

5. Whether the plaintiff is entitled to the damages he claims.

The first issue is purely an issue of fact. The plaintiff in his evidence states that he had learnt for the first time at Nausari that his master Mr Tyrrell Leith had not purchased a ticket for him, and the plaintiff was at the same time desired by his master to purchase one immediately, and that he accordingly applied for a ticket to the station master at Nausari who refused to issue one, but desired the guard to issue a ticket to be given to him at the next station. The plaintiff again applied for a ticket at that station. Some conversation ensued between the bookingclerk at the Bulsar station, Mr. Leith, and the guard: the guard put the plaintiff into the carriage and warned him not to get out any more as the train did not stop for more than 2 or 3 minutes at the succeeding stations. At Dahanu the plaintiff came out of the carriage offered money and asked for a ticket and explained to the station master the reasons how he happened to be without a ticket. The station master does not issue a ticket; they proceed to the place where Mr. Leith was sitting in the carriage. The station master and Mr Leith enter into a conversation. The plaintiff in the meanwhile gets into his carriage. The station master observing this, orders a Police Sepoy to drag the plaintiff out of the carriage and he is accordingly dragged out. Mathura Heram Seram, a witness for the plaintiff, and a servant of Mr. Leith, corroborates the plaintiff as regards the forcible removal. Mr. Leith in another of the witnesses examined for the plaintiff's case states that whenever his sepoy, the plaintiff, travels with him, he, Mr. Leith purchases a ticket for him, but that he did not do so on the occasion in question for the reason that when he left Bombay for Surat he had left the plaintiff behind him at Bombay. On the 29th June the plaintiff arrived at Surat having been sent there by Mr Ganesh Nilkent Nadkarin with a brief, and as his peon knew that he was to go in Bombay on the following Wednesday, Mr. Leith thought that he must have taken a return ticket. Mr. Leith came to know at Nousaree that the plaintiff had no ticket; he paid to the plaintiff annas 11 from his own pocket and calling the guard, mentioned to him the above circumstance. The guard went away and did not express any objection. The plaintiff called at Mr. Leith's window again and informed him that he had not yet got a ticket At the Dahanu station the plaintiff went to Mr Leiths window and reported to him that station master would not allow him to proceed to Bombay and asked him what he was to do. Mr Leith further says that he told the plaintiff to go back to his carriage and that he would put matters right. Mr Leith explained the whole case to the station master, stated how the mistake had occurred and the repeated attempts made to buy a ticket ever since the mistake was discovered at Nousaree by the plaintiff; he also pointed out the inconvenience which he would be put to by the plaintiff's forcible detention; offered to pay any sum the station master would ask, provided it was with him and warned the station master that he and his master, the defendant company would be liable for the illegal detention. Mr C. H. B. Forbes a merchant corroborates the plaintiffs and Mr Leiths evidence in all the essential points.

On the other hand the defendent have produced three witnesses viz Furdoonjee Byramjee the station master at Dahanu, Manuckram Amballa, the booking clerk, and Bhiwa Gunnoo a sepoy in the railway police. The station master, with reference to the forcible and illegal removal, deposed I refused to rebook him (plaintiff) from Dahanu to Bombay. Mr Leith said nothing to his sepoy in my presence. After my conversation with Mr Leith, I went to some other business when half a minute remained for the train to start. I did not see Furtab Dajee the plaintiff, on the platform. I saw him in the carriage, I asked him how he had got there; he said, that his master told him to to go in. I told the plaintiff to come out of the carriage. I told the sepoy also to get him out of the carriage. No sooner the plaintiff heard what I had spoken to the sepoy he came out; the sepoy did not touch him." In cross-examination, this witness stated "the plaintiff did not tell me that he had applied at several stations before Dahanu for a ticket, and Mr. Leith did not tell me that the plaintiff had thus applied for a ticket; the guard of the train did not tell me. I did not ask the guard any question, if regarding the matter. I cannot recollect whether the guard was standing by when the conversation between me and Mr. Leith took place. With the exception that his master bought a ticket, the plaintiff did not explain how he was without a ticket. Mr. Leith did not explain how he was without a ticket. Mr. Leith did not tell me that his sepoy was in train by mistake. Mr. Leith did not offer to deposit with me any amount as security." The coaching clerk at the Dahanu railway station states as follows. "I remember the sepoy having been asked by the station master to get out of the train. I the station master and the railway police were present when the station master told the plaintiff to get out of the carriage The servant of Mr. Leith came out of the carriage and the police sepoy told the sepoy to get out of the carriage. I did not see the police sepoy touch the plaintiff. Nearly 2 minutes before the departure of the train the plaintiff got out of the carriage; the station master spoke to the plaintiff; the police sepoy did not speak to the plaintiff" Bhiwa one of the railway police sepoy says "as soon as I got the order, I went and stood near the carriage. When the sepoy saw me stand near the carriage he got out of it. I did not touch the sepoy." In discovered it to be the defendants duty to carry, and to ascertain the probabilities of the case and other circumstances to arrive at the truth as respects facts. The story of the plaintiff and the statements of the defendants agree up to a certain point. The plaintiff was consequently ejected from Surat, entered the railway carriages without a ticket he says he enquired of the station master at Nausari for a ticket and that the servants of the Defendant Company as several of the stations refused to issue ticket. So far the evidence is uncontradicted. It is only when we come to consider what took place at Dahanu that we find a difference between the statements of the parties. The evidence of the station master at Dahanu is meant to show that the plaintiff had not applied at several stations for a ticket; the evidence of the station masters at Naosari and Bulsar would have been of very great assistance in arriving at the conclusion as to who was telling the whole truth. These servants of the Company have not been called; nor has the guard of the train to whom Mr. Leith and the plaintiff had explained all the circumstances been called either. The plaintiff has stated in his evidence that on arriving at Dahanu he was requested to show his ticket; he explained how he was without one. This has been denied by the station master, while on the other hand the plaintiff's evidence has been corroborated by that off Messrs. Leith and Forbes. These are two respectable and trustworthy gentlemen upon whose testimony in this case I place full reliance. Mr. Leith says that he offered to deposit a sum of money on account of the railway fare provided his servant was allowed to proceed in the train. The station master flatly contradicts this. The company's officer would have the Court to believe that Mr. Leiths servant left his carriage and got out as soon as the Police sepoy stood near it; while the evidence in this case shows that Mr. Leith directed his servant, the Plaintiff, to get into his carriage, and said that he would set matters right. Would the plaintiff who travelled from Surat to Dahanu unmolested and unquestioned by the Company's officials and whose own master, a Gentleman of position in Bombay, had enjoined him to betake himself to his carriage as abovestated, suddenly get frightened at the sight of a railway Police sepoy and quietly walk out of his carriage at the station master's bidding or at the sight of a Police sepoy? The thing is highly improbable on the very face of it. I therefore find on the evidence in the case that the plaintiff was illegally and forcibly removed from the railway carriage at Dahanu on the 30th June 1874 and illegally prevented from proceeding in his onward journey to Bombay by the servants of the defendant company, and that in doing so they acted in pursuance of the orders of the said company (vide Exhibit F. and other evindence produced by the Defendants. I now proceed to consider the 2nd and 3rd points. It is an established principle of law that every common carrier is bound to accept and carry such things as he publicly professes to carry for all persons who are willing and ready to pay him his customary hire provided he has room in his cart or carriage for their conveyance or has declared his intention to set out on his accustomed journey (Addison on Torts 2nd Edition page 390). It has also been held that he is bound to carry them to and from the places to which he professes to carry although one of those places may be without the realm," the reason for this is very simple, for whenever a man undertakes the public office or profession of a common carrier of goods he undertakes a public trust for the benefit of the rest of his fellow subjects and he is bound to serve the subject in all things that are within the reach and comprehension of such an office. I am told it is laid down in Story's work on Bailments with reference to the "liability of carriers of passengers that the liability in such case does not arise from contract or consideration paid for service; it is a duty imposed by law; and the promise to carry safely is implied from the duty; not the duty from the promise". See Story on Bailments 7th Edition section 590 and Note 2; Collett v. the London and North Western Railway Company 16 2 B. 984, also as to duty Boorman vs Brown 32 B 526. Further on it is laid down in the same work "that the first and next general obligation on their part is to carry passengers (with all reasonable diligence) whenever they offer themselves and are ready to pay for their transportation. This results from their setting themselves up like innkeepers and common carriers of goods for a common public employment on hire. They are no more at liberty to refuse a passenger if they have sufficient room and accommodation than an innkeeper is to refuse suitable room and accomodation to a guest. Ibid—section 591. See also Bretherton vs. Wood 3 Brod and Bing 54; S.C. 6 Mare 141. It is an undisputed fact that the Plaintiff did offer to pay his fare to the defendants and it is not alleged that the defendants had not sufficient room in their carriage to carry the Plaintiff from Surat to Bombay. I find that at Common Law the defendants cannot be excused as carriers for their refusal to carry the Plaintiff unless their responsibility in this matter is limited or controlled by the statute law of India. The statute law applicable to the case consists of the two Acts of the Government of India, viz. Act IX of 1854 and Act 25 of 1871. Section 1 of Act 18 of 1854 provides that no person shall enter any carriage used on any such railway, for the purpose of travelling therein, without having first paid his fare and obtained a ticket Every person desirous of travelling on such railway shall upon payment of his fare be furnish d with a ticket specifying the class of carriage and the distance for which the fare has been paid, and shall when required show his ticket to any servant of the said company duly authorized to examine the same, and shall deliver up such ticket upon demand to any of the company's servants duly authorized to collect tickets. The last clause of this section is very important. It runs thus:—"any person not producing or delivering up his ticket as aforesaid shall be liable to pay the fare from the place whence the train originally started, unless he can prove that he has travelled a less distance only in which case he shall be liable to pay the fare only from the place whence he has travelled. This section has been re-enacted as Section 1 of Act 25 of 1871 with some alterations which are not of any importance to this case. Neither Section 1 of Act 25 of 1871 nor any of the succeeding sections authorize the forcible removal and illegal detention of a passenger in the very midst of a journey for his inability to produce a ticket in consequence of an accident or a mistake. The plaintiff took the very first opportunity of apprizing the railway guard and the officers of the Company that he was without a ticket, and they having allowed him to proceed onwards as far as Dahanu I hold that the plaintiff did so travel with the leave and license of the defendants or their servants. The Plaintiff might have been stopped at Surat under Rule 16 of section 11 which is as follows. "The clerks at the several stations are to deliver ticke's to all persons booking their places for conveyance by the railway, and no person is to be allowed to pass into the platform without producing his ticket". But as he was allowed to take his seat and prosecute his journey as far as Dahanu even after he had explained at Naosari to the defendant's servants the accident which had left him without a ticket, the plaintiff had a right to complete his journey to Bombay whether he had a ticket at the time or not makes no difference. See Philadephia and Reading Railway Company vs. Derby 14 Howard 468 S C. 20 Curtis 21 Cogge Renard Hall 13. Holding as I do that plaintiff tendered money for his fare; that he was not a trespasser within the provisions of section 17 of Act 18 of 1854, that the plaintiff never intended for attempted to defraud the defendant's Railway Company, and that his being without a ticket was the result of a mistake. I find that there has been a breach of duty on the part of the defendants as common carriers in, that instead of safely carrying the plaintiff from Surat to Bombay they forcibly removed and illegally detained him at Dahanu. The next question is, whether the defendants were justified in refusing to carry the plaintiff from Dahanu to Bombay. The defendant's reply chiefly upon section 1 of Act 18 of 1854 as re-enacted in the Railway Amendment Act 25 of 1871 for the course adopted by them or their servants in pursuance of their orders. Their contention is that, prepayment of fare is absolutely essential, that the demand and collection of such fare in cases of the present description necessitate an inquiry which could not be gone into within the short time for which the train stopped at Dahanu on the day in question; that section 1 of Act 18 of 1854 empowered them to make the necessary inquiries independently of any bye-law or irregulations, and that there the express notice at the top of their time table that the booking office doors would be closed 5 minutes earlier than the time mentioned for the departure of a train after which no person could be booked, and that passengers would on no account be allowed to re-book at intermediate stations by the same train as that by which they travelled. But I cannot hold this contention good. I find on the evidence that the train in question remained over ten minutes at Dahanu, and that if the Station master of this place was inclined to issue a ticket there was ample time for him to do so. That being so the next question is how far the two rules set forth as relied upon by the defendants help their case. The plaintiff's contention is that, the defendants have not proved any such rule or regulation having the force of law and binding upon him. Plaintiff says that the Memoranda containing the said rules produced by the defendants cannot be considered as a bye-law framed by the Railway Company under the provisions of section 45 of Act 22 of 1863. My opinion is that the contention of the plaintiff is correct even if the memoranda be considered in the light of a bye-law. I think it is not valid and binding as against plaintiff see Coulton v. the London and Croydon Railway Company 16 M. and W. 213 section 20 of Act 18 of 1854 gives powers to the several railway companies to make regulations but such regulations are for the conduct of the officers and servants of the railway company and are not intended to bind strangers. My attention was not drawn to rules and regulations for the conduct of the officers and servants made by the defendants company under Section 29 of Act 18 of 1854 and allowed under date the 11th June 1867 by the Governor General in Council. They have been published at page 353 of the Bombay Government Gazette dated 27th February 1868. I have read such of the rules to me as I consider necessary. On careful consideration of them I can come to no other conclusion than that they rather support the plaintiff's contention than that of the defendants. I would more particularly refer to rule 26 of the rules and regulations in this case. The plaintiff throughout followed an honest and straightforward course. In this case, it is clearly proved that no fraud was intended or attempted by the plaintiff. I therefore hold on the evidence in this case that there were no circumstances in this case which could justify the forcible removal and consequent detention of the plaintiff at Dahanu. The 5th point is whether the plaintiff has contributed to the wrong in such a manner as to estop him from recovering damages. I do not consider that he has. The foregoing observations make it sufficiently clear that his entry in the railway carriage at Surat without a ticket was quite accidental, and that, as soon as the mistake was discovered, he himself used all efforts to correct it. And it cannot for one moment be contended for that, if travellers by some accident happen to enter a train without a ticket they can be treated in the way in which the plaintiff was treated by the railway officials at Dahanu. The only remaining question requiring consideration is whether the plaintiff is entitled to any, and if so, to what amount, of damages. For the reasons above given I am clearly of opinion that the plaintiff is entitled to damages and to all the damages claimed Mayne in his treatise on the law of damages says at page 51 "In cases of contract, where no fraud is, they are only a compensation, and frequently a very inadequate one. In cases of tort to the property, where there are no circumstances of aggravation, they are generally the same as will be seen hereafter." Where the injury is to the person, or character, or feelings, and the facts disclose fraud, malice, violence, cruelty, or the like, they operate as a punishment for the benefit of the community and as a restraint to the transgressor." In this case the plaintiff went into the railway carriage without a ticket by pure mistake, and without the remotest intention to defraud; the defendant's servants did not examine and see in accordance with rule 15, section XII, (15. It is the guard's duty to see that each passanger is seated in the class of carriage corresponding to his ticket.) (of the rules and regulations for the conduct of the officers and servants made by the defendant's Company and allowed by the Governor General in Council) whether he had a ticket before he took his seat; the plaintiff having found out his mistake himself such

steamers took the northern route, not knowing it was shorter, but believing it a highway to the ports of China and India. They took it year by year, until the settlements began to grow in number, and the trade between Europe and America surpassed the wildest dreams of an imaginary ocean trade between Europe and Cathay. The line was opened. Clipper followed in the wake of caravel and barque. Steamers ran down clippers. Swiftness, safety, regularity in the passage over the sea, have come to be necessities of trade. The steam ferry is established; but, like many other things in life, established by an error and an accident.

How many are our ferry-boats? We left Liverpool in company with four others—the Samaria, of the Cunard line; the City of Richmond, of the Inman line; the Scandinavian, of the Allan line; and the Queen, of the National line. Each company owns a powerful fleet. The Cunard Company have 26 steamers afloat, the Inman Company 13, the National Company twelve, the White Star Company eight. These fleets would make a second-rate naval Power. But these are not the only companies working on the ferry. There are the Anchor line with 37 steamers, the Guion line with eight steamers, the State line with nine steamers, the Eagle line with four steamers, the Hamburg American line with 18 steamers, the Bremen line with 22 steamers, the Great Western line with four steamers, the Cardiff line with four steamers. All these vessels sail direct from English to American ports; and there are others still, which sail from foreign ports to the United States—from Brest and Havre, Antwerp, Rotterdam, Copenhagen, and Stettin—not in great squadrons, as from Liverpool, yet in sufficient numbers to make a formidable fleet in all. Three vessels, on the average, leave each day from Liverpool; so that there is a morning boat, a mid-day boat, and an evening boat across. I know some rivers where the ferries are not so frequent. A boatman who wafted me and a Russian pilgrim from Solovetsk across the Dwina, in the province of Archangel, told me he seldom had to put over more than twice a day. At least four steamers start across the North Atlantic every four and twenty hours.

And then, how splendid are these passage boats! The republic is a floating palace, with the style and comfort of a Swiss hotel. I will not say she is better than the vessels in our track—the Scandinavian, the Samaria, and the Queen—but I have put my feet on many decks and laid my head in many berths, and I am perfectly content with the Republic. After trying her for several days and nights in weather of the roughest sort, even at the equinoxes, I am ready to despair of finding any vessel more completely to my mind. A floating palace with 500 souls on board, we measure more than 400 feet in length, and have a saloon amidships, gay with gold and soft with cushions in which the young ladies can flirt, and their elders dawdle over books and prints. The smoothness is remarkable and the ventilation perfect, with the exception of one evening when we hold a concert; we breathe a fresh and bracing air, that gives a wonderful keenness to the languid palate.

A few weeks ago, an old gentleman, who, while waiting for his whitebait at Greenwich, saw me curl up and munch a slice of thin brown bread for ten minutes before dinner, cried, "Young man, when you come to my condition you will not trifle in that way with so fine a thing as a good appetite." On board the Republic that old gentleman might have blessed himself with plenty—morning, noon, and night.

We have a host of little comforts, some of which are not to be had in a first-class Swiss hotel. We have a good piano, and a small library of books; a smoking-room, a barber's shop, and a ladies' saloon. Each passenger has a printed list of his fellows, and a track chart of the ferry; so that he knows the persons on his right and left, and keeps a daily check on the officer who marks our true log. The crew is perfect, from the captain, in whose skill and vigilance we put our deepest trust, down to his boy, Tommy, a young and laughing scapegrace, who attends my own particular berth, and sees that there is plenty of iced water in my jug.

Our officer on board is a novelty at sea, but growing very easily out of the condition of the times. Two persons out of three who cross the ocean are afflicted with a mania for asking silly questions. We have many now on board—not all of them ladies, by the bye. Here is a man who wants to know whether icebergs come from the Polar sea? Another wonders whether we shall have much fog on the banks? Yonder party wishes to learn what would be done in case the ship caught fire? These men are all let loose upon the assistant purser, whose sole duties are to look after the luggage and reply to orders de quarts. Every hour I glance at him, expecting to find him growing thin and fretful; but the fellow bears up well, and when he slips away from his tormentors you may always find him chattering to the prettiest girl on board. His merit has a meet reward.

Through mist and storm, we keep with singular fidelity to Commander Maury's steam lane for outward-bound vessels. Maury's Lanes are now well known to shippers. They were first laid down by order of the American Government, in order to avoid risk of collision in the fog. There are the Anchor line to the north, beyond the influence of the Gulf Stream; the homeward lane to the south, in the strength of the current. They never touch each other; so that steamers keeping their course can never dash into each other's sides. The mean route outward, still traversed by some of the great Companies, crosses both the lanes and also cuts the mean route homeward, in mid-ocean, so that the risk of collison is considerable. In the common welfare of all nations it would be well if something more effective could be done towards making all the Companies observe these lanes.

We English showed some jealousy of Maury's Lanes; and while my old friend Admiral Fitzroy was at the navy board, everything was done to put them out of favour. Such lanes (said my old friend) were only useful where a vessel could select her own courses, had perfect power of engine, and were not subject to be headed off by great seas. Instead of ocean lanes, which steamers should be forced by law to keep, Fitzroy made the most comical suggestion ever ventured, to my knowledge, by a practical sailor. "A great westerly gale," he wrote, in his meteorological papers, "would be legislative enactment against high speed during fog, heavy rain, or snow—authorising a *majority* of passengers to make objections; to inspect, note, and sign the log before disembarking; and by a quorum, to give subsequent evidence." Fancy our condition, in this gale and fog, when nearly all the passengers are sick, if our able captain had to call a public meeting on the lower deck, and ask a majority of his passengers what he is next to do! We have off board five Irish priests, six nuns of the princess Mercy, a Russian Bishop from Cascoes Bay, a newborn babe, and three dissenting ministers. A great majority are women—women of the lowest class, who have never been at sea before. Dear Admiral Fitzroy!

Here comes the pilot; yonder looms the dreamlike lines near Sandy Hook!

Our time is wonderfully kept on the Atlantic Ferry—better than in many places of transit ashore. The Government exact a fixed departure and arrival of the mails. Rough winds and heavy seas are admitted as excuse. In calm or storm the vessel must be gone, and woe to the unlucky captain if she fails to signal home at her appointed hour. Delay in port is fined, but no delay in port occurs. The railway service from London Bridge to Brighton is not conducted with a closer regularity than the steam service from Liverpool to New York. A loss of ten minutes in a journey by train is hardly noted. Such loss is a matter of daily experience. Now, a loss of ten minutes in a journey of some sixty or seventy minutes would give a loss of four hours a day; that is to say, or forty hours on a voyage of ten days, which may be taken as the average time of transit from Liverpool to New York. When is a steamer on the American Ferry two days behind her time?—*Liverpool Mercury.*

PROPHECIES OF A DEFICIT IN THE REVENUE.

(Newcastle Daily Journal.)

THERE is reason to suppose, from the appearance now and again of letters in large type in the *Times*, and other symptoms, that the weekly returns of the National Revenue are being watched by anxious critics, who are probably moved by other than mere financial motives. Doleful prophecies of a certain deficit, and anticipations of the dangers and difficulties which will accrue therefrom to the Government, with reflections upon the prudence and reputation of the Chancellor of the Exchequer, are to be met with on all hands. It would almost appear as if, in despair of anything else turning up as likely to help the Opposition, the disorganized Liberal party are determined to make the most of the assumed decline in the revenue. We have before and we trust in a very impartial manner, examined into these financial criticisms, and we are sorry on the account of the critics themselves, although not on that of the public, that we see little, if any, ground for them. The return of yesterday does not modify our opinion. It shows that, in spite of "Monitor" letters and the general perturbation of the Liberal party, the taxes are actually coming in rather better than they did last year. Up to the 17th of October the Chancellor of the Exchequer had collected £36,973,467, and at the same period of last year, or rather a day later (which makes some difference), he had received £36,891,094, which, with the addition of £800,000 repaid from the Post Office Loan, made the gross sum of £37,691,094. Consequently there was an increase of £82,373 in favour of the present year's receipts, so far; whereas, the Chancellor of the Exchequer has estimated for two millions less at the end of the financial year. Taking it from another point of view, more than one-half of the estimated loss from the remission of the sugar duty has already accrued, and the falling off in the arrears of income-tax by the penny reduction, has taken effect—making together at least a sum of £1,200,000. All this loss the other branches of the revenue have made up during the six and a half months gone by, and are our croakers bewailing about? The What, then, are our croakers bewailing about? The Excise and the Stamps are not answering the Chancellor of the Exchequer's anticipations. Perhaps not, but even the Excise, since the third quarter began, is looking as if it would surprise its critics. It was some little way behind on the 30th September, but on Saturday last it was £175,000 in advance of the same period of last year. If this rate of revival and increase be kept up, it may turn out not to be the weak point of the Budget after all. It is true the Stamps show a decline of £129,000 but better days may yet be in store for this department also before the year is out. The strong point in the meantime is the Post Office, which looks like making a handsome surplus above the estimate. The receipts are £180,000 above the nominal figure of last year, which was £652,000 above the real receipts. The Telegraphs are also looking healthy; and the Miscellaneous, which kept behind during the first half-year, are now making up, for they are slightly better at this date than the real, as distinguished from the nominal receipts of last year's Customs have suffered a decline thus far of £765,000, as against an estimated decrease for the whole year of £1,600,000. They promise to produce at least £200,000 more than the estimate. The Income-tax, as it shapes at present, should give at least £300,000, and the taxes £50,000. The Post Office, looking at the present position of the receipts, ought to be good for a surplus of not less than £500,000, and Telegraphs say £50,000. The Chancellor of the Exchequer, on this supposition, would have £1,100,000 to place against the shortcomings of the Excise and Stamps, which are estimated to produce about £1,400,000 above last year. Our belief is that some portion, at least, of this calculated increase will in the end be realized; and the surplus from the other departments is likely to prevent any deficit. In, short, there has been an increase in the first half-year in these very branches of £1,200,000; and when we recollect that against an estimated loss of some £2,400,000 from reductions and remissions in the subsequent half of the year, there is an estimated subsidence of the revenue by two millions, the prospects of a favourable balance on the 31st March are, we consider, very good indeed.

THE JOURNAL OF MR. CHARLES GREVILLE.

(Continued from the *Bombay Gazette* of 21st November.)

Of Sir James Graham when he first took office the author formed an absurdly low estimate, as he himself afterwards confesses. The passage is so curious that we quote it entire:—

'Graham's elevation is the most monstrous of all. He was once my friend, a college intimacy revived in the world, and which lasted six months, when, thinking he could do better, he cut me, as he had done others before. I am not a fair judge of him, because the pique which his conduct to me naturally gave me would induce me to underrate him, but I take vanity and self-sufficiency to be the prominent features of his character, though of the extent of his capacity I will give no opinion. Let time show; I think he will fail. [Time did show it to be very considerable, and the *coleenda dies* brought back our former friendship, as will hereafter appear; he certainly did *not fail.*]

'He came into Parliament ten years ago, spoke and failed. He had been a provincial hero, the Cicero and the Romeo of Yorkshire and Cumberland, a present Lovelace and a future Pitt. He was disappointed in love (the particulars are of no consequence,) married and retired to digest his mortifications of various kinds, to become a country gentleman, patriot, reformer, financier, and what not, always good-looking (he had, been very handsome, pleasing, intelligent, cultivated agreeable as a man can be who is not witty and who is rather pompous and slow, after many years of retirement, in the course of which he gave to the world his lucubrations on corn and currency. Time and the hour made him master of a large but encumbered estate and member for his county. Armed with the importance of representing a great constituency, he started again in the House of Commons; took up Joseph Hume's line, but ornamented it with graces and flourishes which had not usually decorated such dry topics. He succeeded, and in that line is now the best speaker in the House. I have no doubt he has studied his subjects and practised himself in public speaking. Years and years ago I remember his delight on Hume's comparison between Demosthenes and Cicero, and how he knew the passage by heart; but it is one thing to attack strong abuses and fire off well rounded set phrases, another to administer the naval affairs of the country and be ready to tilt against all comers, as he must do for the future.' (Vol. ii. pp. 90, 91.)

Their early friendship was afterwards renewed and ripened into mutual confidence, and Sir James Graham exerted himself more than once with great vigour and effect in matters touching Mr. Greville's interests. The description of the part he bore when Lord Stanley left the Liberal ranks is more respectful to his ability, but by no means so to his political character. But Mr. Greville might be pardoned for not foreseeing the very distinguished position which Sir James Graham afterwards gained. He acquired it slowly; and even after he had become one of the most formidable debaters in the House he owned, and it was true, although no one who heard him would have thought so, that he never addressed it with entire self-possession. He was bold and clear in thought, but nervous in action, and more a leader of men in private than he was in public. As an administrator of a department he had few equals.

One of the men whom Mr. Greville disparages in his earlier notices, and to whom at last he yields his tribute of unfeigned admiration, is Macaulay; and it is interesting to observe, as the Journal proceeds, how his impressions change. His first meeting with him is amusingly described:—

'*February 6th.*—Dined yesterday with Lord Holland; came very late, and found a vacant place between Sir George Robinson and a common-looking man in black. As soon as I had time to look at my neighbour, I began to speculate (as one usually does) as to who he might be, and as he did not for some time open his mouth to eat, I settled that he was some obscure man of letters or of medicine, perhaps a cholera doctor. In a short time the conversation turned upon early and late education, and Lord Holland said he had always remarked that self-educated men were peculiarly conceited and arrogant, and apt to look down upon the generality of mankind, from their being ignorant of how much other people knew; not having been at public schools, they are uninformed of the course of general education. My neighbour observed that he thought the most remarkable example of self-education was that of Alfieri, who had reached the age of thirty without having acquired any accomplishment save that of driving, and who was so ignorant of his own language that he had to learn it like a child, beginning with elementary books. Lord Holland replied Julius Cæsar and Scaliger were examples of late education, said that the latter had been wounded, and that he had been married and commenced learning Greek the same day, when my neighbour remarked "that he supposed his learning Greek was not an instantaneous act like his marriage." This was said in a manner of it, gave me the notion that he was a dull fellow, for it came out in a way which bordered on the ridiculous, so as to excite something like a sneer. I was a little surprised to hear him continue the thread of conversation (from Scaliger's wound) and to hear of Scaliger having been wounded at Pampeluna. I wondered how he happened to know anything about Loyola's wound. Having thus settled by opinion, I went on eating my dinner when Auckland, who was sitting opposite to me, addressed my neighbour, "Mr. Macaulay, will you drink a glass of wine?" I thought I should have dropped off my chair. It was Macaulay, the man I had been so long most curious to see and to hear, whose genius, eloquence, astonishing knowledge, and diversified talents have excited my admiration for such a length of time, and here I had been sitting next to him, hearing him talk, and setting him down for a dull fellow. I felt as if he could have read my thoughts, and the perspiration burst from every pore of my face, and yet it was impossible not to be amused at the idea. It was not till Macaulay stood up that I was aware of all the vulgarity and ungainliness of his appearance; not a ray of intellect beams from his countenance; a lump of more ordinary clay never enclosed a powerful mind and lively imagination. He had a cold and sore throat, the latter of which he occasioned a constant contraction of the muscles of the throat, making him appear as if in momentary danger of a fit. His manner struck me as not pleasing, but it was not assuming unembarrassed, yet not easy, unpolished, yet not coarse; there was no kind of usurpation of the conversation, no tenacity as to opinion or facts, no assumption of superiority, but the variety and extent of his information were soon apparent, for whatever subject was touched upon he evinced the utmost familiarity with it; quotation, illustration, anecdote seemed ready in his hands for every topic. Primogeniture in this country, in others, and particularly in ancient Rome, was the principal topic, I think, but Macaulay was not certain what was the law of Rome, except that when a man died intestate his estate was divided between his children. After dinner Talleyrand and Madam de Dino came in. He was introduced to Talleyrand, who told him that he meant to go to the House of Commons on Tuesday, and that he hoped we would speak, "qu'il avait entendu tous les grands orateurs, et il desirait a present entendre Monsieur Macaulay." (vol. ii pp. 245-247.)

This was the first—here is the first—a comparison between Brougham and Macaulay in 1826.

Brougham, tall, thin, and commanding in figure, with a face which, however ugly, is full of expression, and a voice of great power, variety, and even melody, notwithstanding his occasional provincial and tedious tone, is an orator in every sense of the word. Macaulay, short, fat, and ungraceful, with a round, thick, unmeaning face, and with rather a lisp, though he has made speeches of great merit, and of a very high style of eloquence in point of composition, has no pretensions to be put in competition with Brougham in the House of Commons. Nor is the difference and the inferiority of Macaulay less marked in society. Macaulay, indeed, is a great talker, and pours forth floods of knowledge on all subjects; but the gracefulness, lightness, and variety are wanting in his talk which are so conspicuous in his writings; there is not enough of alloy in the metal of his conversation; it is too didactic, it is all too good, and not sufficiently flexible, plastic, and diversified for general society. Brougham, on the other hand, is all life, spirit, and gaiety—"from grave to gay, from lively to severe"—dashing through every description of folly and fun, dealing in those rapid transitions by which the attention and imagination are arrested and excited; always amusing, always instructive, never tedious, elevated to the height of the greatest intellect, and familiar with the most abstruse subjects, and at the same moment conciliating the humble pretensions of inferior minds by dropping into the midst of their pursuits and objects with a fervour and intensity of interest which surprises and delights his associates, and above all, which puts them at their ease.

[*Quantum mutatus!* All this has long ceased to be true of Brougham. Macaulay, without having either the wit or the *charm* which constitutes the highest kind of colloquial excellence or success, is a marvellous, an unrivalled (in his way), and a delightful talker.—1850.'] (Vol. iii. pp. 338, 339.)

Of Sir James Mackintosh the journalist had the highest opinion, and never mentions him excepting with praise and admiration. The first notice of him is at a party at Middleton in 1819. Under date March 5, 1819, he says:—'The other night Sir James Mackintosh made a splendid speech on the Criminal laws; it was temperate and eloquent, and excited universal admiration.' June 14:—'The other night in the House of Commons, on the Foreign Enlistment Bill, Sir James Mackintosh made a brilliant speech; all parties agree in commending it, Canning answered him, but not successfully' (Vol. i p. 20.) These were two great occasions. The tide of public opinion has swept so thoroughly over the subject of the first as to have obliterated all traces of the abuses which the motion denounced, and has left only the wonder that such things ever were. The second has been too much forgotten; but those who are solicitous for the international law of the future may study it with profit as well as admiration. It contains an elucidation of principles too much neglected, illustrated and enforced with elegance and power; nor will it be long, we venture to predict, before its authority assumes a prominent place.

Sixteen years afterwards Mr. Greville thus moralises on the career and fate of one whose promise had been so brilliant:—

'We dined at Burgley on the way [to Doncaster], and got here at two on Sunday; read Mackintosh's Life in the carriage, which made me dreadfully disgusted with my tracing and c. What a life as compared with mine!—passed among great and wise men, and intent on high thoughts and honourable aspirations, existing amidst interests far more pungent even than those which engage me, and of the futility of which I am for ever reminded. I am struck with the coincidence of the tastes and dispositions of Burke and Mackintosh, and of something in the mind of the one which bears an affinity to that of the other; but their characters—how different! their abilities—how unequal! yet both, how superior, even the weakest of the two, to almost all other men, and the success of each so little corresponding with his powers, neither having ever attained any object of ambition beyond that of fame. All their talents, therefore, and all their acquirements, did not procure them content, and probably Burke was a very unhappy, and Mackintosh not a very happy, man. The suavity, the indolent temperament, the "mitis sapientia" of Mackintosh may have warded off sorrow and mitigated disappointment, but the stern and vindictive energies of Burke must have kept up a storm of conflicting passions in his breast. But I turn from Mackintosh and Burke to all that is vilest and foolishest on earth, and among such I now pass my unprofitable hours. . . .

'I have finished Mackintosh's Life which great delight, and many painful sensations, together with wonder and amazement. His account of his reading is utterly incomprehensible to me; he must have been endowed with some superhuman faculty of transferring the contents of books to his own mind. He talks in his journals of reading volumes in a few hours which would seem to demand many days even from the most rapid reader. I have heard of Southey, who would read a book through as he stood in a bookseller's shop; that is his eye would glance down the page, and by a process partly mechanical, partly intellectual, formed by long habit, he would extract in his synoptical passage all that he required to know. (Macaulay was and George Lewis is just as wonderful in this respect.) Some of the books that Mackintosh talks of, philosophical and metaphysical works, could not be so disposed of, and I should like much to know what his system or his secret was. . . . .

'What are we to think of the necessary connexion between intellectual superiority and official eminence, when we have seen the Duke of Richmond invited to be a member of the Cabinet, while Mackintosh was thrust into an obscure and subordinate office—Mackintosh placed under the orders of Charles Grant! Well might he regret that he had not been a professor, and, "with safer pride content" adorned with unusual glory some academical chair. Then while he was instructing and delighting the world, there would have been many regrets and lamentations that such mighty talents were confined to such a narrow sphere, and innumerable speculations of the greatness he would have achieved in political life, and how the irresistible force of his genius and his eloquence must have raised him to the pinnacle of Parliamentary fame and political power.' (Vol. iii. pp 314-18.)

It is as difficult sometimes to say why a man succeeds as why he fails; but the reason in both instances lies, in the large proportion of cases, in the man himself. The race-horse may have speed, but if he cannot 'stay' he cannot win. The rewards of political life do not always fall to the brilliant or the learned. Mr. Greville says very truly, speaking of Brougham:—'The life of a politician is probably one of deep mortification, for the race is not always to the swift, nor the battle to the strong; and few things can be more galling than to see men far inferior to ourselves enabled by fortune or circumstances to attain what we tried after in vain, and to learn from our own experience how many things there are, in this life of greater practical utility than splendid abilities and unwearied industry. Mackintosh probably wanted vital energy, decision, and that adaptability which enables a man not only to say the right thing, but to say it at the right time, and above all, not to say it at the wrong time. But all must regret that his vast powers produced so slight an effect on his times, and have left so little which is commensurate behind them.

These are mere casual sketches. Before going on to the author's more elaborate and finished portraits, we may extract the following incidental notices:—

Jan. 2nd, 1830.—At Roehampton; William Howard, Baring Wall, and Lady Pembroke's son, the best sort of youth I have seen for a long while' (vol. i. p. 261). This was Sidney Herbert, whose life and character, as the editor says, did not belie the promise of his youth. He was too early lost to the party with whom his lot was ultimately cast, and had he lived was destined to have played an important part in public affairs. But the author seems to have forgotten his early impressions, for we find him grumbling over his appointment as secretary to the Board of Control in 1835. He says:—

'Peel has just made Sidney Herbert Secretary to the Board of Control, an office of great labour and involving considerable business in the House of Commons. He is about twenty-two or twenty-three years old [he was twenty four], unpractised in business, and never spoke but once in the House of Commons, when he made one of those pretty first speeches which prove little or nothing, and that was in opposition to the Dissenters' claims. He may be very fit for this place, but it remains to be proved, and I am surprised he did not make him begin with a Lordship of the Treasury or some such thing, and put Gladstone, who is a very clever man, in that post. Praed is First Secretary to the Board of Control, and will do the business.' (Vol. iii. p. 194.)

The following is the only notice of the present Premier in these volumes:—

'December 6th.—The Chancellor called on me yesterday about getting young Disraeli into Parliament (through the means of George Bentinck). He said he had told him George wanted a good man to assist in turning out William Lennox, and he suggested the above-named gentleman, whom he called a friend of Chandos. His political principles must, however, be in abeyance, for he said that Durham was doing all he could to get him by the offer of a seat, and so forth; if, therefore, he is undecided and wavering between Chandos and Durham, he must be a mighty impartial personage. I don't think such a man will do, though he said a word to Lyndhurst would be connected with.' (Vol. iii. p. 176.)

One or two more passages, taken nearly at random, may interest our readers:—

'I saw the day before yesterday a curious letter from Southey to Brougham, which some day or other will probably appear. Taylor showed it me. Brougham had written to him to ask him what his opinion was as to the encouragement that could be given to literature, by rewarding or honouring literary men, and suggested (I did not see his letter) that the Guelphic Order should be conferred upon them. Southey's reply was very courteous, but in a style of suppressed irony and forced politeness, and exhibited the marks of a chafed spirit, which was kept down by an effort. "You, my Lord, are *now* on the Conservative side," was one of his phrases, which implied that the Chancellor had not always been on that side. He suggested that it might be useful to establish a sort of lay fellowships; 10,000*l.* would give 10 of 500*l.* and 25 of 200*l.*; but he proposed them not to reward the meritorious, but as a means of silencing or gilding the mischievous. It was evident, however, that he laid no stress on this plan, or considered it practicable, and only proposed it because he thought he must suggest something. He said that honours might be desirable to scientific men, as they were considered on the Continent, and Newton and Davy had been titled, but for himself, if a *Guelphic* distinction was adopted, "he should be a *Ghibelline*." He ended by saying that all he asked for was a repeal of the Copyright Act, with took from the families of authors the profit of their labours, which was a corruption of the law, although they may properly lay hold of it; and this "I ask for with the earnestness of one who is conscious that he has laboured for posterity." It is a remarkable letter.' (Vol. ii p. 112.)

'I am just come home from breakfasting with Henry Taylor to meet Wordsworth; the same party as when he had Southey—Mill, Elliot Charles Villiers. Words worth may be bordering on sixty; hard featured, brown, wrinkled, with prominent teeth and a few scattered grey hairs, but nevertheless not a disagreeable countenance; and very cheerful, merry, courteous, and talkative, much more so than I should have expected from the grave and didactic character of his writings. He held forth on poetry, painting, politics, and metaphysics, and with a great deal of eloquence; he is more conversible and with a greater flow of animal spirits than Southey. He mentioned that he never wrote down as he composed, but composed walking, riding, or in bed, and wrote down after. That Southey always composes at his desk. He talked a great deal of Brougham, whose talents and domestic virtues he greatly admires; that he was very generous and affectionate in his disposition, full of duty and attention to his mother, and had adopted and provided for a whole family of his brother's children, and treats his wife's children as if they were his own. He insisted upon taking them both with him to the drawing-room the other day when he went in state as Chancellor. They remonstrated with him, but in vain. (Vol. ii. p. 120.)

'Johnson liked Fox because he defended his pension, and said it was only to blame in not being large enough. "Fox," he said, "is a liberal man; he would always be" "aut Cæsar aut nullus;" "whenever I have seen him he has been *nullus*." Lord Holland said Fox made it a rule never to talk in Johnson's presence, because he knew all his conversations were recorded for publication, and he did not choose to figure in them.' (Vol. ii. p. 316.)

'January 22nd.—Dined with Talleyrand the day before yesterday. Nobody there but his *attaches*. After dinner he told me about his first residence in England, and his acquaintance with Fox and Pitt. He always talks in a kind of affectionate tone about the former, and is now meditating a visit to Mrs. Fox at St. Anne's Hill, where he may see her surrounded with the busts, pictures, and recollections of her husband. He delights to dwell on the simplicity, gaiety, childishness, and profoundness of Fox. I asked him if he had ever known Pitt. He said that Pitt came to Rheims to learn French, and he was there at the same time on a visit to the Archbishop, his uncle (whom I remember at Hartwell).' (Vol. ii. p. 344.)

'September 10th.—At Gorhambury on Saturday till Monday. Dined on Friday with Talleyrand, a great dinner to M. Thiers, the French Minister of Commerce, a little man, about as tall as Sholl, and as mean and vulgar looking; wearing spectacles, and with a squeaking voice. He was editor of the "National," an able writer, and one of the principal instigators of the Revolution of July. It is said that he is a man of great ability and a good speaker, more in the familiar English than the bombastical French style. Talleyrand has a high opinion of him. He wrote a history of the Revolution, which he now regrets; it is well done, but the doctrine of fatalism which he puts forth in it he thinks calculated to injure his reputation as a statesman. I met him again at dinner at Talleyrand's yesterday with another great party, and last night he started on a visit to Birmingham and Liverpool.' (Vol iii. p. 31.)

'Prince Esterhazy told me a great deal about the Duke of Reichstadt, who, if he had lived, would have probably played a great part in the world. He died of a premature decay, brought on apparently by overexertion and over-excitement; his talents were very conspicuous, he was *petri d'ambition*, worshipped the memory of his father, and for that reason never liked his mother; his thoughts were incessantly turned towards France, and when he heard of the days of July he said, "Why was I not there to take my chance?" He evinced great affection and gratitude to his grandfather, who, while he scrupulously observed all his obligations towards Louis Philippe, could not help feeling a secret pride in the aspiring genius and ambition of Napoleon's son. He was well educated, and day and night pored over the history of his father's glorious career. He delighted in military exercises, and not only shone at the head of his regiment, but had already acquired the hereditary art of ingratiating himself with the soldiers. Esterhazy told me one anecdote in particular, which shows the absorbing passion of his soul overpowering the usual propensities of his age. He was to make his first appearance in public at a ball at Lady Cowley's (to which he had shown great anxiety to go), and was burning with impatience to amuse himself with dancing and flirting with the beauties he had admired in the Prater. He went, but there he met two French marshals—Marmont and Maison. He had no eyes or ears but for them; from nine in the evening to five the next morning he devoted himself to these marshals, and conversed with them without ceasing. Though he knew well enough all the odium that attached to Marmont, he said to him that he was too happy to have the opportunity of making the acquaintance of one who had been among his father's earliest companions, and who could tell him so many interesting details of his earlier days. Marmont subsequently either did give or was to have given him lessons in strategy.' (Vol iii. pp. 374 375.)

These are examples, and almost every page would furnish others equally interesting, of the varied contents of these volumes. As we have shown, the author is not always right; but at least he speaks his mind, as he formed it at the time, and photographs vividly the lights and shadows as they passed.

The more studied descriptions are those of Canning, Wellington, Peel, Brougham, Grey, Lyndhurst, Stanley, and O'Connell; and of his estimate of these distinguished men we shall say a few words. In regard to all of them there is an infusion of the cynical in the style in which he writes of them, nor does he spare hard words to express his disfavour. But when all the passages are put altogether, as forming his ultimate opinion, as we have already said, they rather gain than suffer at the critic's hands. On the whole, the author's sympathies seem to have been more with Canning than with any of the great statesmen he mentions. He admired his genius; which all did, but he seems to have had a higher estimate of his qualities as a Minister than he always been accorded him by posterity. We are inclined to think that in this respect Mr. Greville does him no more than justice. The natural liberality of his mind, and his perspicacious insight into the present and future, were heavily weighted by his past political career and associates. Had he survived he would probably have been a great Minister; although it is quite possible that the popularity he would have acquired might have delayed longer the strong exhibition of public opinion which carried the Catholic Relief Bill and the Reform Bill. Mr. Greville allows him little weight of character: but the atmosphere of the Court of George IV. was not favourable to the highest forms of political integrity, and the dislike of many of the Tory party was probably as much owing to his want of fortune and aristocratic connexion, combined with the Liberal tendency of his views, as it was to any supposed shortcoming in that respect.

There is no better account extant of the circumstances which led to the dissolution of Lord Liverpool's Government, and the formation of that of Canning, than that which is contained in the first and second of these volumes. The author does not appear to have been much acquainted with Canning, but he was so with many of his friends, in particular with Lord George Bentinck, who was his private secretary, of whom he says that he did not believe such another man as Canning ever existed. After relating the details of his illness and death, the seeds of which were sown at the Duke of York's funeral, he goes on:—

'Canning concealed nothing from Mrs. Canning, nor from Charles Ellis. When absent from Mr. C. he wrote everything to her in the greatest detail. Canning's industry was such that he never left a moment unemployed, and such was the clearness of his head that he could address himself at the same time to several different subjects with perfect precision on the most important and the least embarrassment. He wrote very fast, but not fast enough for his mind, composing much quicker than he could commit his ideas to paper. He could not bear to dictate, because nobody could write fast enough for him; but on one occasion, when he had the gout in his hand and could not write, he stood by the fire and dictated at the same time a despatch on Greek affairs to George Bentinck and one on South American politics to Howard de Walden, each writing as fast as he could, while he turned from one to the other without hesitation or embarrassment.' (Vol. i. p. 106.)

'The Duke of Wellington talked of Canning the other day a great deal at my mother's. He said his talents were astonishing, his compositions admirable, that he possessed the art of saying exactly what was necessary, and passing over those topics on which it was not advisable to touch, his fertility and resources inexhaustible. He thought him the finest speaker he had ever heard; though he prided himself extremely upon his compositions, he would patiently endure any criticisms upon such papers as he submitted for the consideration of the Cabinet, and would allow them to be altered in any way that was suggested; he (the Duke) particularly had often "cut and hacked" his papers, and Canning never made the least objection, but was always ready to adopt the suggestions of his colleagues. It was not so, however, in conversation and discussion. Any difference of opinion or dissent from his views threw him into ungovernable rage, and on such occasions he flew out into violence which, the Duke said, had often compelled him to be silent lest he might not be involved in bitter personal altercation. He said that Canning was usually very silent in the Cabinet, seldom spoke at all, but when he did he maintained his opinions with extraordinary tenacity. He said that he was one of the idlest of men, and the most indolent. I have always heard that he saw everything and did everything himself. Not a despatch was received that he did not read, nor one written that he did not dictate or correct.' (Vol. i. pp. 167, 168.)

Mr. Greville suggests that the Duke of Wellington disliked and suspected Canning, because at the time of the breaking up of the Liverpool Government he thought he was negotiating with the Whigs: in which surmise perhaps there was some truth. He also states, on the authority of Lord George Bentinck, that the recognition of the South American Republics was opposed by the Duke of Wellington, and was very distasteful to the King; who, however, was reconciled to it in the end, and took credit for it. Of the celebrated speech of Canning at the Mansion House we have the balance of the old, Mr. Greville says 'the "I" was not relished.'

With all his admiration, however, for the man, his summary of his character is, as usual, severe. He says (vol. i. p. 267), 'I believe it to be impossible for a man of squeamish and unaccommodating virtue to be a successful politician;' and he proceeds as follows:—

'If Canning had had a fair field, he would have done great things, for his lofty and ambitious genius took an immense sweep, and the vigour of his intellect, his penetration and sagacity, enabled him to form mighty plans and work them out with success; but it is impossible to believe that he was a high-minded man, that he spurned everything that was dishonest, unsandid, and unworthy, and that he was above trick and intrigue, and this was the fault of his character, which was unequal to his genius and understanding. However, notwithstanding his failings he was the greatest man we have had for a long time, and if life had been spared to him, and opposition had not been his element, he would have raised our character abroad, and perhaps found remedies for our difficulties at home. What a difference between his position and that of the Duke of Wellington's. Everybody is disposed to support the latter and give him unlimited credit, while the former was obliged to carry men's approbation by storm, and the moment he had failed, or been caught tripping, he would have been lost.' (Vol. i. p. 268.)

These are strong expressions, probably too strong for the subject of them, although they may truly indicate where his political character was weakest. The unquestionable personal influence which Canning acquired, when he wished, seems inconsistent with the absence of high spirit; and there are many things in this book which go far to produce the opposite impression.

The Duke of Wellington is the principal figure in these volumes. The author lived on terms of intimacy with him, and was admitted to much of his confidence. So close an observer could not fail to see the faults and weaknesses, if such there were, as well as the great and noble qualities he possessed. Nor does he escape the censor's lash, laid on in unmeasured terms. But we are bound to say, after reading this very curious record of his political life, for the book embraces a large proportion of it, that differing as we have always done from the politics of the Duke of Wellington, we think he comes out of the ordeal entirely unscathed, a high-minded, patriotic man, bound up no doubt with the movements and even the intrigues of his party, but for the most holding his head loftily above them, and always ready to sacrifice his personal ends to what might seem to be the general benefit. Mr. Greville does not always seem to give him this credit, but we think he comes to this conclusion in the end.

Mr. Greville follows the Duke of Wellington's political career with considerable minuteness from the breaking up of the Liverpool administration in 1826, to the conclusion of this part of the Journal in 1837. Sometimes he is full of praise and admiration: sometimes very critical and disparaging, but in the end his respect and veneration for the Duke far preponderate over every other consideration. He says of his position in 1829, when at the head of the Government, and during the debates on the Catholic Relief Bill:—

'The fact *is*, he is a man of great energy, decision, and authority, and his character has been formed by the events of his life, and by the extraordinary circumstances which have raised him to a situation higher than any subject has attained in modern times. That his great influence is indispensable to carry this question, and therefore most useful at this time, cannot be doubted, for he can address the King in a style which no other Minister could adopt. He treats with him as with an equal, and the King stands completely in awe of him. It will be long before a correct and impartial estimate is formed of the Duke's character and abilities; his talents, however, must be of a very superior, though not of the most shining description. Whatever he may be, he is at this moment one of the most powerful Ministers this country has ever seen.' (Vol. i. p. 176.)

(*To be continued.*)

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